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193
CONSTRUCTION CONTRACTS
8539
OREGON DEPARTMENT OF TRANSPORTATION

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8539 NE 68th Ave-NE 81st Ave 1977
(Portland) Sec. of FAU 9858
(Grading, paving & signals)

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8539

FAU

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 20, 1974

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Richard Unrein, Urban Engineer

Re: Proposed FAUS P.E. Project
70th Avenue - 80th Avenue Section
N.E. Halsey Street (FAUS 5026)

Dear Mr. Cox:

We have re-examined our position regarding the typical section for the above subject project, and have concluded that it is in the best interest of the City of Portland to proceed with the project using your proposed 46-foot curbed section. Therefore, please proceed to process the project for Transportation Commission and FHWA approval.

JUNE 20th meeting.

Very truly yours,

James L Apperson

JAMES L. APPERSON, P.E.
CITY ENGINEER

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COUNTY & CITY SECTION
MAY 28 1974
ENGR. COOR. UE
UPE CE RE RPE

GRP:jr
cc: Bureau of Planning, Attn. Ernie Bonner

Copies to: E.S. Hunter
L.W. Rulien
R.N. Bothman
C.T. Christianson, FHWA

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

fan

April 11, 1974

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UPE CE RE RPE

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Richard Unrein, Urban Engineer

Re: Proposed FAUS P.E. Project
70th Avenue - 80th Avenue Section
N.E. Halsey Street (FAUS 5026)

Dear Mr. Cox:

In our March 13, 1974 letter regarding the above subject project, we should have specified that the City standard referred to pertains to Community Arterial Streets (Standard Plan No. 123). N.W. Front Avenue, which primarily serves an industrial area falls under the category of Commercial Street (Standard Plan No. 124). Sidewalks under this category may be less than eight feet. — Halsey Also?

The proposed 6-foot sidewalks along N.W. Front Avenue will be separated from travel lanes by an 8-foot shoulder and a 4-foot landscaped strip. The sidewalks along N.E. Halsey Street are adjacent to travel lanes, making adequate width for pedestrian or bicycle traffic essential.

We note that on modification of existing streets and under restricted conditions, the AASHO "A policy on Arterial Highways in Urban Areas" provides for exceptions to the desirable 1-2 foot curb offsets. We believe that the character of improvement along N.E. Halsey Street and the necessity for maintaining adequate width of sidewalks that are adjacent to travel lanes warrants the use of our proposed 44-foot section. At your convenience, we would like to meet with you to discuss the matter in more detail. — old book (1957) SEE PAGES 361-362 NEW book (1973)

Very truly yours,

James L Apperson

JAMES L. APPERSON, P.E.
CITY ENGINEER

GRP:jr

Meeting set for Fri. April 26 10 AM here. Pierce & Johnson from City & Christianson - FHWA. RLL.
4-26-74 City will review & get back to us. RLL

8539

8

bc: E. S. Hunter
L. W. Rulien
R. N. Bothman
C. T. Christianson, FHWA

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 1, 1974

Mr. Robert E. Rector
State Highway Coordinator
City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

Re: Proposed FAUS P.E. Project
70th Avenue-80th Avenue Section
N.E. Halsey Street (FAU 5026)

NOTED
E. S. HUNTER

Dear Mr. Rector:

In our March 4, 1974 letter we were not proposing that additional right-of-way be acquired to widen N.E. Halsey Street. Within the existing right-of-way there should be sufficient width to accommodate a 46-foot curbed section and adequate sidewalks or bikeways. Your March 13, 1974 letter states the City's standard for arterial streets specifies a minimum sidewalk width of 8 feet; however, we note in your request for widening N.W. Front Avenue that you are proposing 6-foot sidewalks.

The proposed section for portions of the Foster-Woodstock Couplet is 44 feet, but this is basically for a two-lane, one-way operation.

We do not feel that the proposed 46-foot curbed section on Halsey Street is unreasonable or will create any undesirable areas for pedestrian or bicycle traffic. The 46-foot curbed section is a deviation from Federal Aid standards that the State and Federal Highway Administration are willing to accept due to the present development along N.E. Halsey Street. If you feel that the 46-foot section is unreasonable, we will be glad to meet with you to discuss the matter in more detail.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt

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APR 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FAU

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

March 13, 1974

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MAR 28 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

COUNTY & CITY SECTION
MAR 21 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Richard Unrein, Urban Engineer

Re: Proposed FAUS Project
70th Avenue - 80th Avenue Section
N.E. Halsey Street (FAUS 5026)

Dear Mr. Cox:

We have reviewed your comments on our request for the above subject project and find problems from our standpoint with your recommendation that a 46-foot curbed section be used for this section of N.E. Halsey Street. If this project request were for roadway improvements in a rural setting with no right-of-way constraints, it would be more feasible to meet your recommendation of establishing a minimal section of four 11-foot travel lanes with 1-foot curb offsets, or a 46-foot curbed section. However, we do not believe that State standards adequately consider the urban situation, where existing right-of-way constraints are often a major concern. In this particular case, the character of improvement along N.E. Halsey Street makes the acquisition of additional right-of-way prohibitive.

The City's standard for arterial streets specifies a 44-foot curb section and a minimum combination curb and sidewalk width of 8 feet. We believe it is particularly important that the sidewalk standard be maintained, both from the standpoint of pedestrian safety and possible future bicycle path conversion. Therefore, we feel our proposal for a 44-foot curbed section with 8-foot sidewalks within the existing 60-foot right-of-way is justified.

Our proposed section is the same as the approved section for portions of the Foster-Woodstock FAUS project. Taking into

We would prefer a 46' section as shown in A but would consider a 44' section as shown in B if one foot could be taken from the south side of Halsey and added to the north side. Please advise us how to proceed. R

3/25/74 copy to L.W. Rollins - How do you wish to proceed? Dick Unrein

consideration our proposed 35 MPH design speed, we believe that any decreases in operational safety and convenience will be minimal.

For these reasons, we would request that you reconsider your requirement for a 46-foot curbed section on the subject section of N.E. Halsey Street. Please advise us of your determination.

Very truly yours,

JAMES L. APPERSON, P.E.
CITY ENGINEER

GRP:jr

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MAR 3 1 1974
PROJECT MANAGEMENT SECTION

8539

8

OREGON STATE HIGHWAY DIVISION

bc: E. S. Hunter
L. W. Rulien
R. N. Bothman

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 4, 1974

Mr. Robert E. Rector
State Highway Coordinator
City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

NOTED
E. S. HUNTER

Re: Proposed FAUS P.E. Project
70th Ave.-80th Ave. Section
N.E. Halsey St. (FAUS 5026)

Dear Mr. Rector:

The City of Portland's request for the subject project has been reviewed by our Planning Section and the FHWA. The proposed 44 foot width of N.E. Halsey Street is substandard. We have observed that this section of N.E. Halsey Street carries a considerable amount of truck and bus traffic.

While the proposed improvements will provide capacity improvement during peak hours, operational safety and convenience will be somewhat less than desired levels. The State and FHWA recognize that the character of improvement along N.E. Halsey make the acquisition of additional right-of-way prohibitive.

After reviewing the project in the field, it has been determined that a minimal section of four 11-foot travel lanes with 1-foot curb offsets or a 46-foot curbed section will be acceptable for this particular project. The transition sections at each end of the project will need detailed study during the preliminary engineering phase to minimize potential hazardous operation conditions.

Please advise us if the 46-foot section is acceptable to the City of Portland. If so, we will proceed to process the project for Transportation Commission and FHWA approval.

Very truly yours,

H. S. Cox
County and City Engineer

Richard Unrein

By: Richard Unrein
Urban Engineer

RU:ljt

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MAR 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM E-80-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
January 15, 1974

To: Mr. R. E. Royer
Planning Engineer

B U I L D I N G

SUBJECT: FAUS Project Request
N.E. Halsey St. (FAUS 5026)
City of Portland

Attached is an FAUS project request from the City of Portland. This request is for a widening project on a one-half mile length of N.E. Halsey Street from N.E. 70th Avenue to N.E. 80th Avenue. The existing street consists of an uncurbed 24-foot roadway with a 10,600 ADT.

The City of Portland proposes to construct a 44-foot curbed section with four travel lanes during peak hours. Would you please review this project request from a capacity standpoint and return it and your comments to this office.

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt

Att.

cc: R. L. Schroeder

NOTED
R. L. SCHROEDER

NOTED
R. L. SCHROEDER

RECEIVED
JAN 15 1974
Office of
Assistant State Highway Engineer

8537

FAU

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Cox, County-City Engineer
Attention: Richard Unrein

DATE: February 7, 1974

FROM: for John Hanke
Robert E. Royer
Planning Manager

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COUNTY & CITY SECTION
FEB 8 - 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

SUBJECT: Northeast Halsey Street (FAUS 5026)
Northeast 70th - Northeast 80th Avenue Section
City of Portland

The following is in response to your request to evaluate the capacity improvement of the subject proposed project submitted by the City of Portland. Our analysis includes evaluation of existing conditions and the improvement provided by the widening of Northeast Halsey Street to a 44-foot curbed section. See attached Figure 1.

Existing Conditions

Northeast Halsey Street between Northeast 70th and Northeast 80th Avenues is a two lane, 24-foot surfaced roadway with unimproved shoulders. Signals are non existent in the project section. Parking is permitted on the shoulder area. Five buses travel the project section during the peak hour periods. There are five signed bus stops eastbound and six westbound. During off-peak hours, traffic volumes range from 500 eastbound to 300 westbound. Peak hour volumes increase to 850 eastbound during the PM, while the westbound AM peak hour reaches a volume of 600 vehicles. During peak hour periods, vehicle queues form behind buses stopping to pick up or discharge passengers.

Proposed Widening Project

The capacity improvement of widening Northeast Halsey Street will occur during peak hours when parking is prohibited. This permits two 11-foot travel lanes in each direction of travel. Vehicles will be able to pass stopped buses, thereby eliminating traffic queues which currently occur. During off-peak hours, when parking is permitted, capacity will remain substantially unchanged. However, existing off-peak traffic volumes are under 500 VPH directionally and one lane each direction will provide adequate capacity.

In addition to increased peak hour vehicle capacity, the construction of curbs and sidewalks will improve safety and convenience for pedestrians and waiting bus passengers.

The termination of the two eastbound lanes at Northeast 80th Avenue has the potential for hazardous operation during peak hour periods. In the absence of specific design detail, we

81-125-1387

2/27/74 reviewed in field with Cliff Christinson - FHWA RLR

are unable to make comment. A review of the design terminous at Northeast 80th Avenue warrants detailed study.

JH:jm
Attachment

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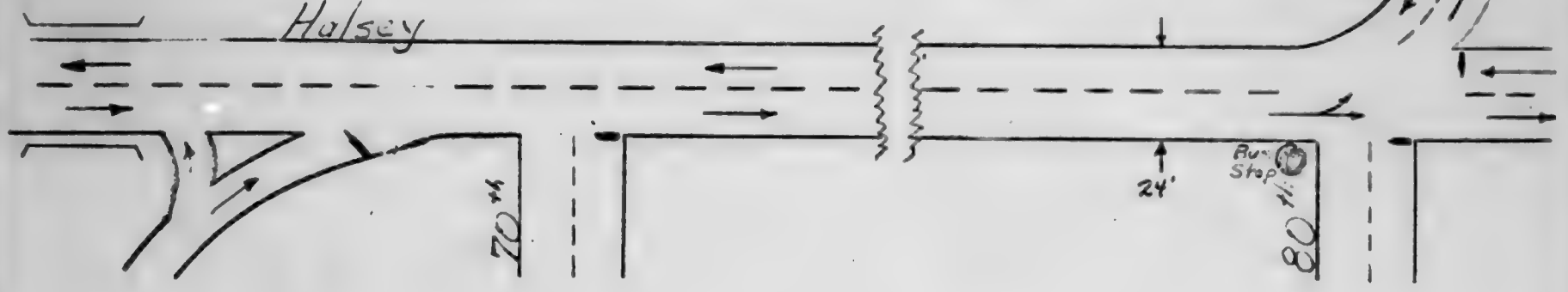
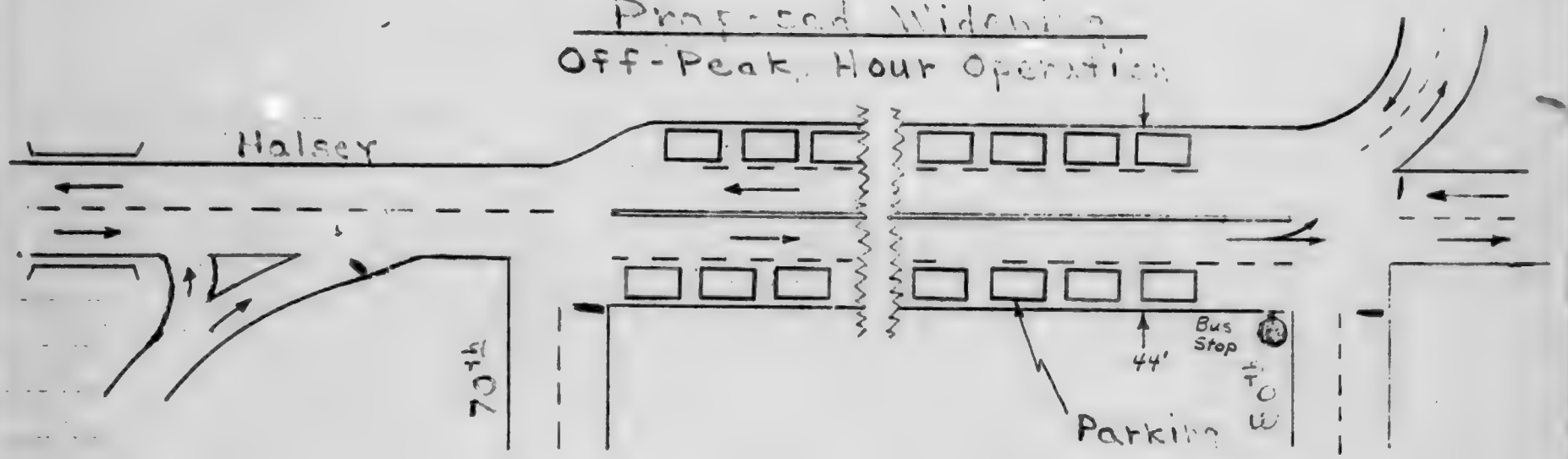
FEB 8 - 1974
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

FIGURE I

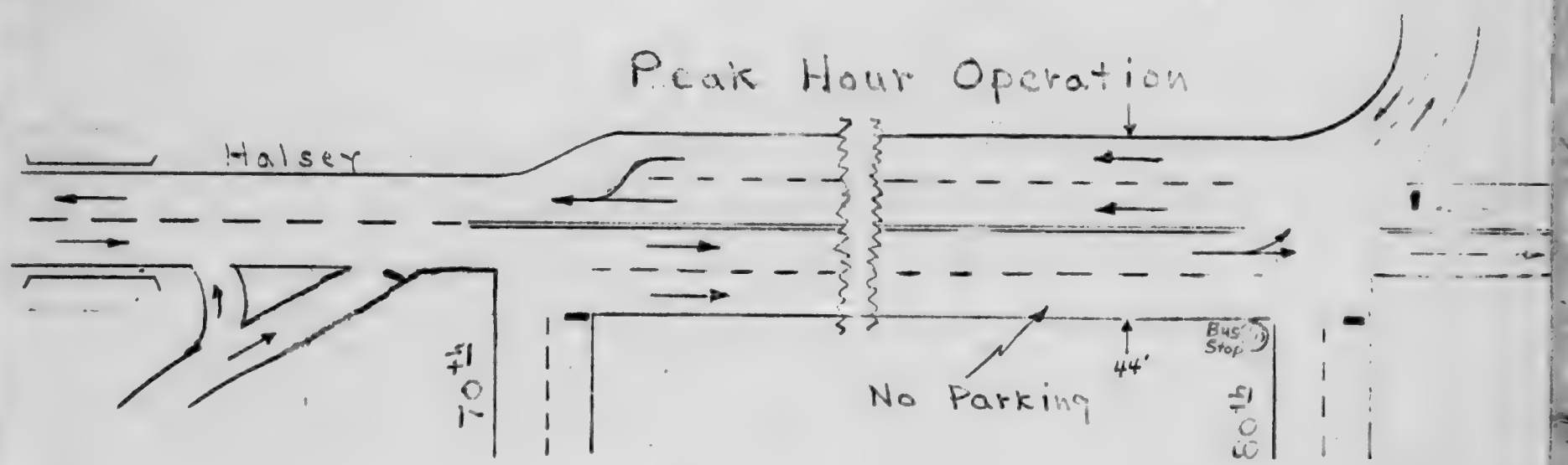
Existing



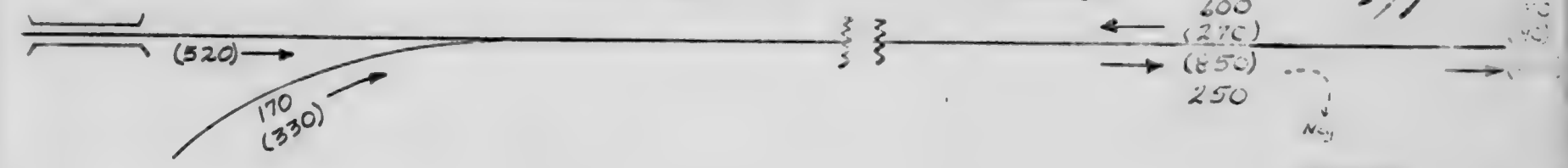
Proposed Widening
Off-Peak Hour Operation



Peak Hour Operation



1972 Peak Hour Traffic Volumes



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FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date January 3, 1974

Applicant Agency City of Portland
Federal Aid System Route No. 5026 Route Name N. E. Halsey Street
Project Name Halsey - 70th to 80 th.

Project Length 2600 feet Project Location (Attached sketch map)
Project Description The project will consist of all phases of preliminary engineering necessary for the improvement of N. E. Halsey Street, between N. E. 70th Avenue and N. E. 80th Avenue, to a curbed street section. The improvement will provide continuity with the remainder of the FAU route.

Average Daily Traffic 10,600 Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 feet Travel Lanes 2 @ 12 feet Shoulders Unimproved
Medians None Parking Both sides
Sidewalks None
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 44 feet Travel Lanes 2 @ 11 feet Shoulders 11' for parking
Medians None Parking Both sides w/A.M.,P.M. restrictions
Curbed Yes Length Curb Radii 15 feet minimum
Sidewalk/Bikeway 8 feet both sides
Other

FOOTNOTES:

Description of Proposed Roadway Work The roadway work will consist of widening N. E. Halsey Street, from 70th Avenue to 80th Avenue.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum 60 feet Maximum 60 feet

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? NA

4. Will there be any persons displaced from their homes, farms or businesses? No ___ If so, explain

5. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization: None

Location

Type
Phases
Type of Suspension
Interconnected
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Present Illumination and Location: 400 Watt Mercury Vapor lights mounted on wood poles with overhead wiring. Average spacing is 100 feet. At present, every other light is turned off due to energy cutback.

2. Proposed Illumination:

Location Same as present
Type Same as present.

V. STRUCTURE DATA

1. Existing Structure: None

Location
Type
Size
To Remain in Place?

2. Proposed Structure: None

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location _____

Type of existing crossing _____
Existing crossing protection _____

Name of Railroad _____
Number of tracks: Mainline _____ Siding _____ Total _____
Angle of Intersection _____
Sight distance: (Direction) _____ Distance _____
(Direction) _____ Distance _____
Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

2. Will existing railroad crossing be altered? No

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections NA

2. Applicant's Estimated Cost for Requested Project:

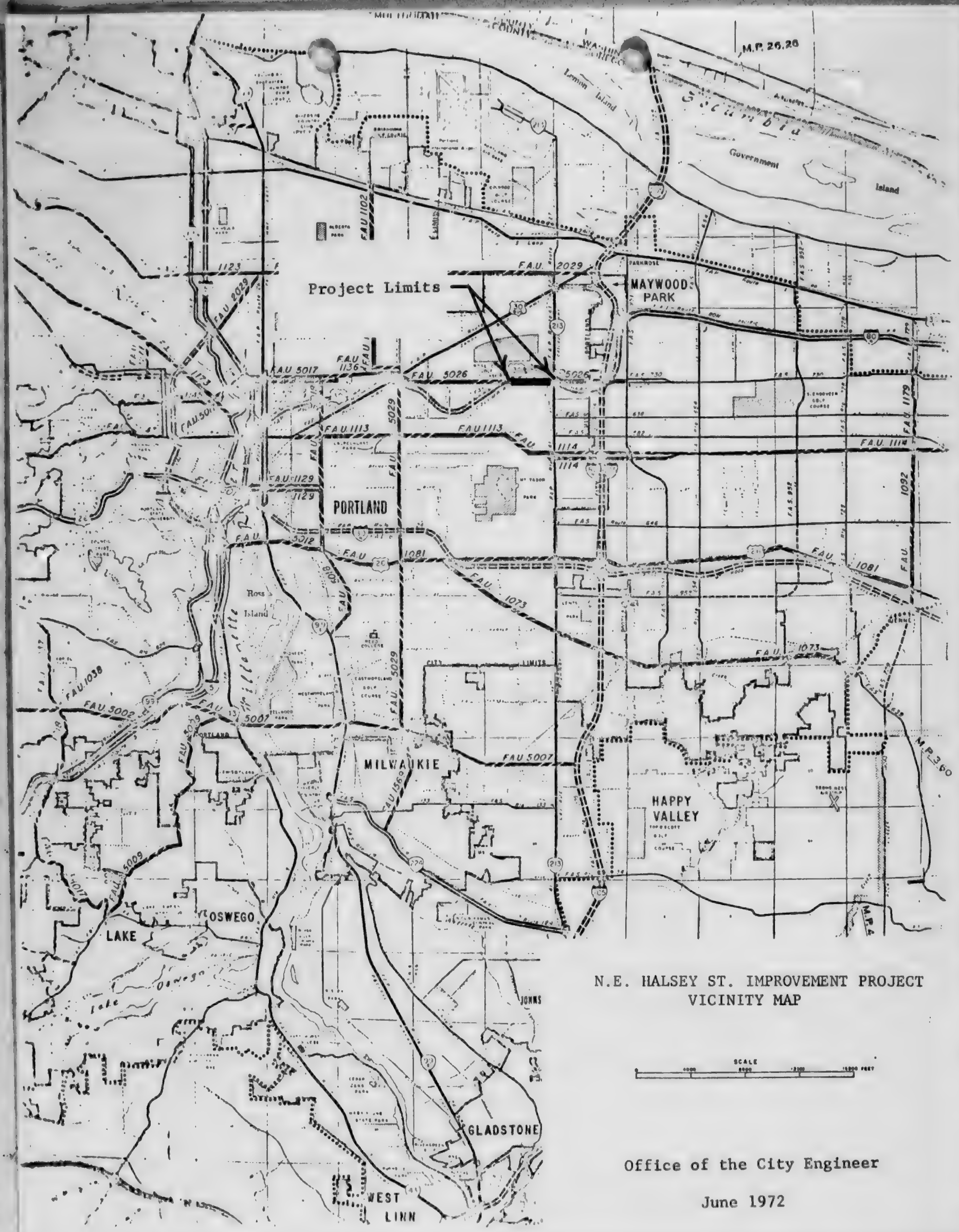
Roadway Work	$ [163,000]
Right-of-Way Costs (If participating)	--
Traffic Control	[1,000]
Illumination	[26,000]
Structures	--
Railroad	--
Other _____	--
Preliminary Engineering	15,000
PROJECT TOTAL	$

FOOTNOTES: _____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland, Oregon
By _____, City Engineer
By _____
Commissioner of Public Works

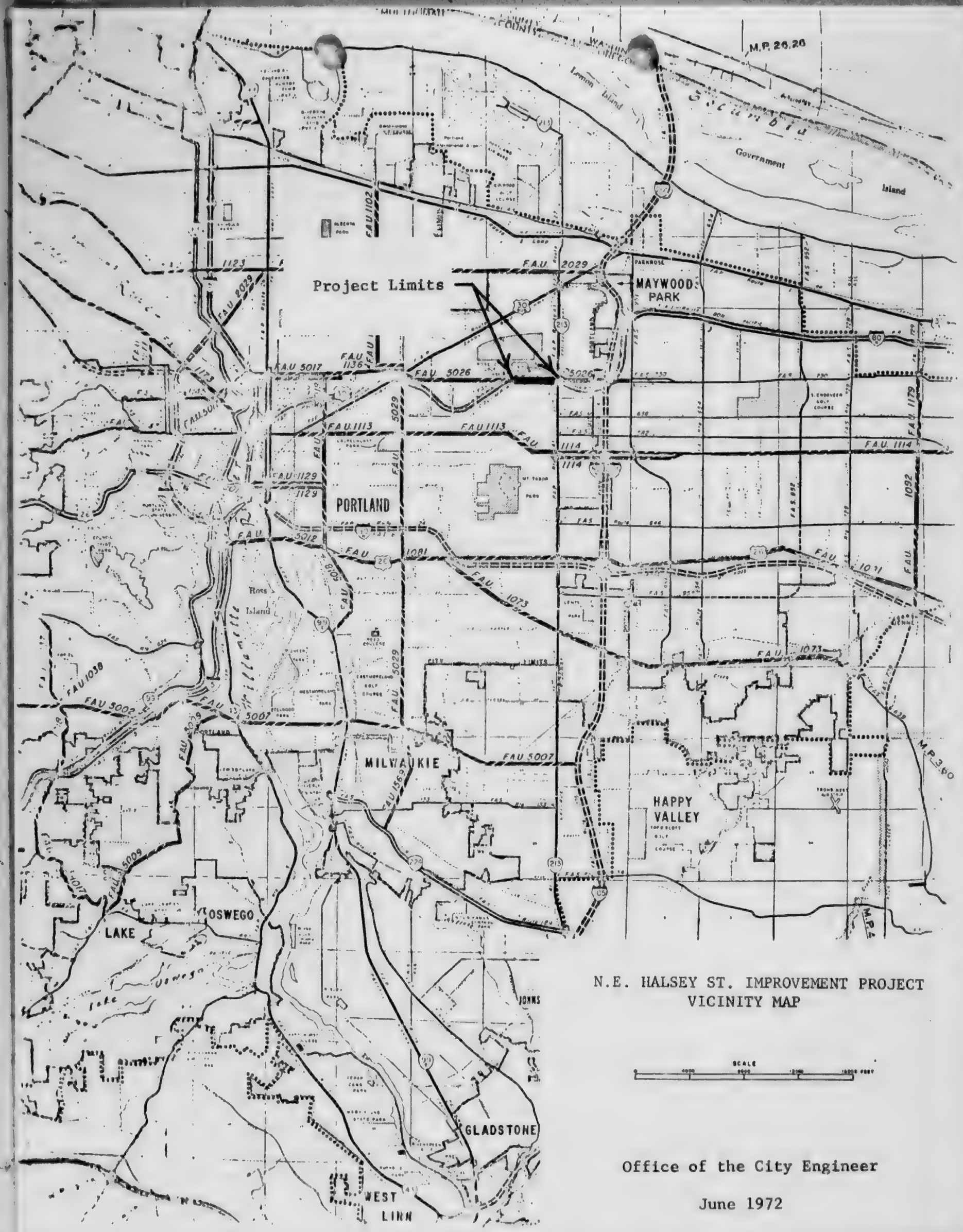
_____ County
By _____
By _____
By _____



N.E. HALSEY ST. IMPROVEMENT PROJECT
VICINITY MAP

Office of the City Engineer

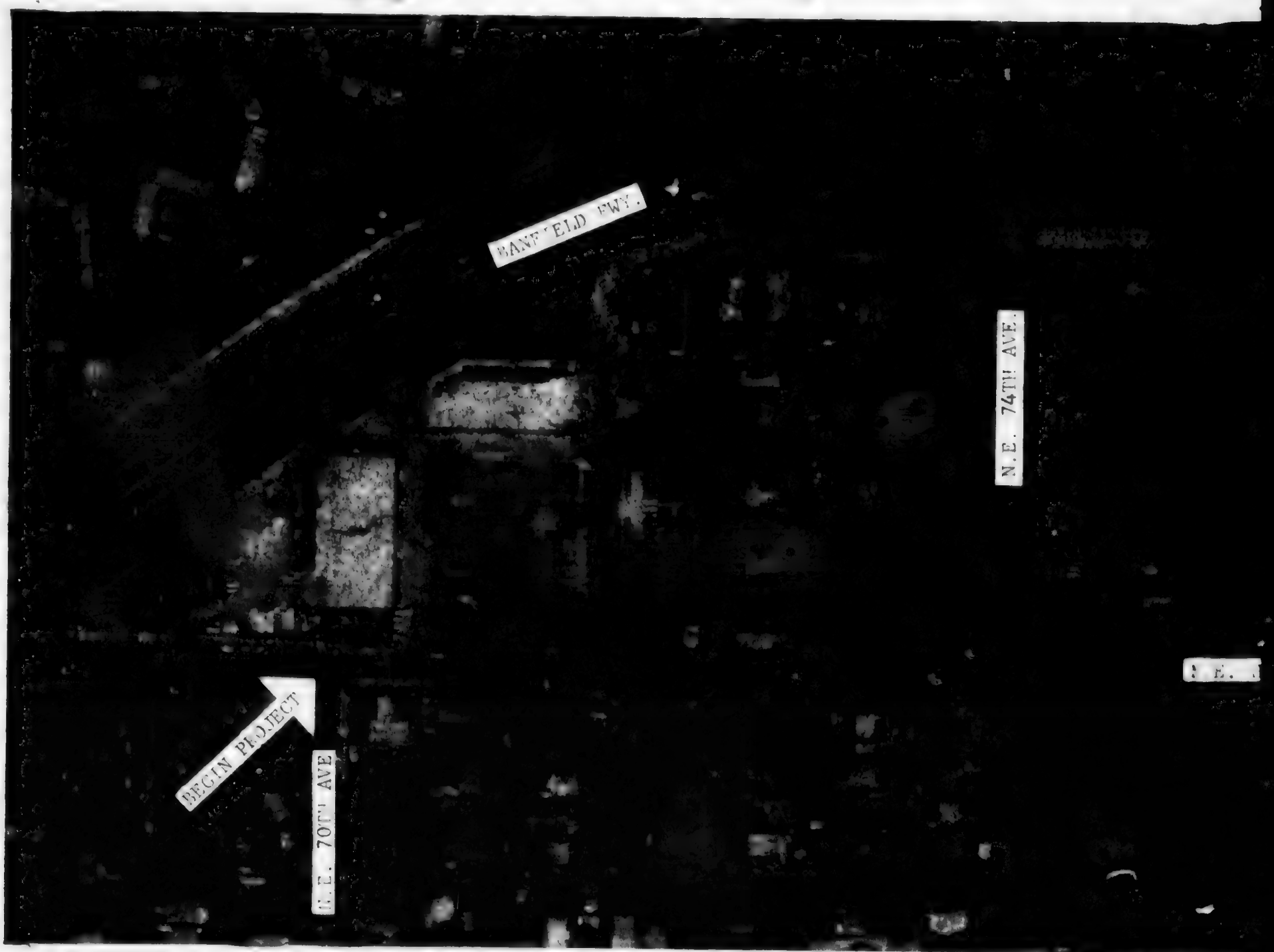
June 1972



N.E. HALSEY ST. IMPROVEMENT PROJECT
VICINITY MAP

Office of the City Engineer

June 1972



N.E. HALSEY ST. IMPRO

ED OR PROJECT:	This section [illegible] alse[illegible] t. [illegible]U 5026) is currently [illegible] roved and should be improved to curbed street section to conform with the remainder of the [illegible] roject.
[illegible] :	[illegible] ro[illegible]. 7[illegible] Ave. and [illegible] 80[illegible] Ave.
[illegible] :	2,600 ft.
[illegible] :	[illegible] ft. [illegible] will be utilized
[illegible] :	24 ft. roadway, two 12 ft. travel lanes no curb or sidewalk.
[illegible] :	44 ft. roadway, two 11 ft. travel lanes, two 11 ft. parking lanes with curb and [illegible] re-striping, curb and sidewalk.
Ac[illegible] :	19,500
[illegible] (A[illegible]) :	[redacted]

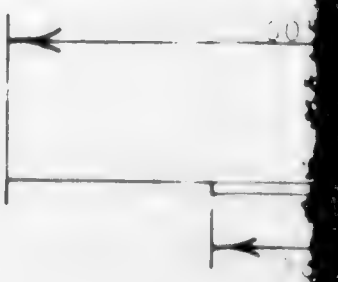
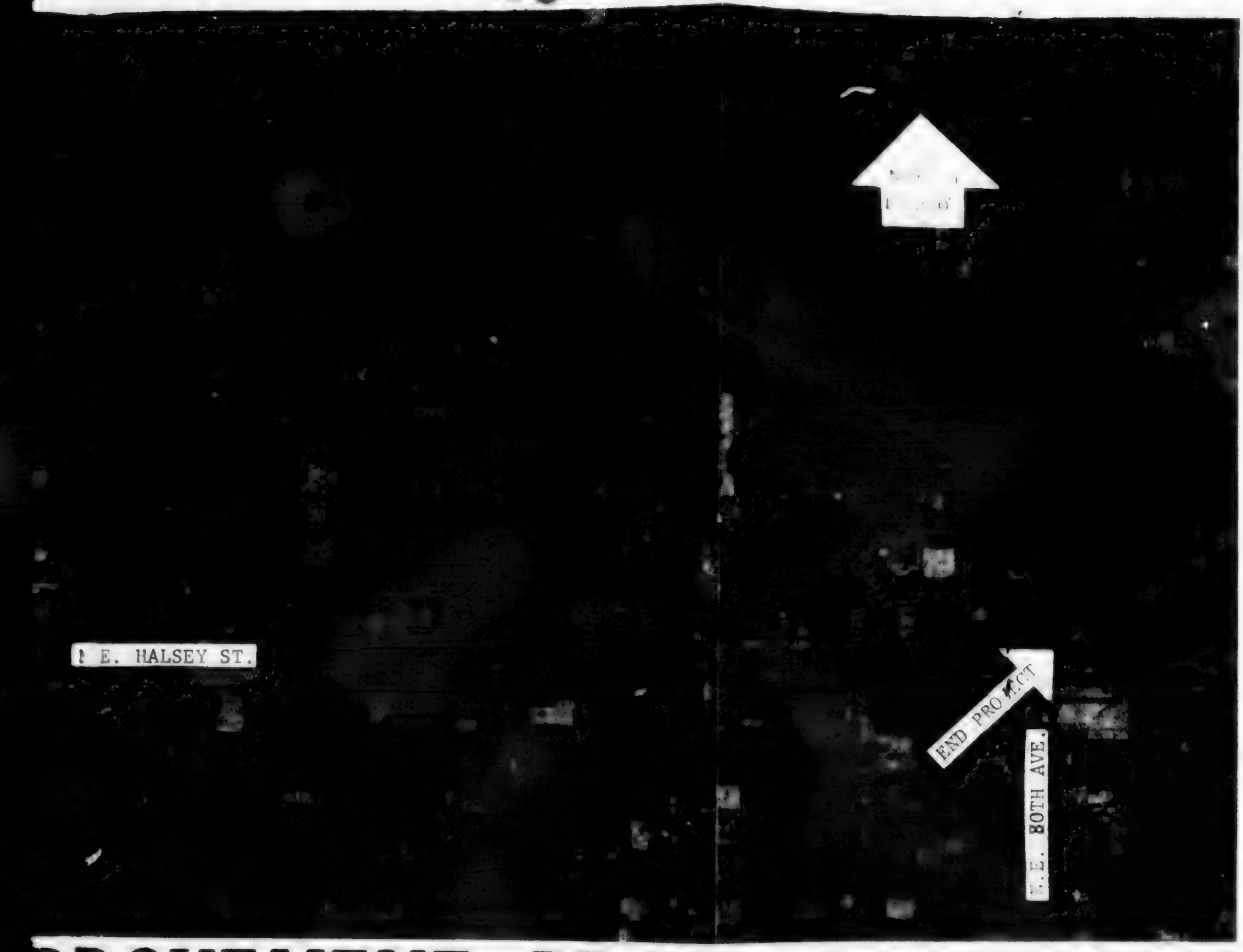
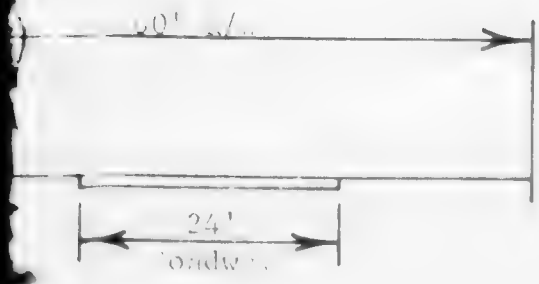
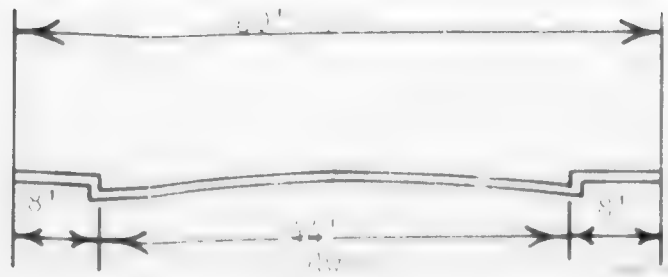


EXHIBIT "A"



PROVEMENT PROJECT





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THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

January 3, 1974

F.B. Klaboe, Administrator and
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Richard Unrein, Urban Engineer

Gentlemen:

Enclosed, please find project request documents for Federal Aid Urban System Project No. 5026, a proposed widening project along N.E. Halsey Street between N.E. 70th Avenue and N.E. 80th Avenue. These documents are submitted in application for preliminary engineering funding on this project.

Your consideration of these documents will be appreciated. If there are any questions with regards to this matter, please feel free to contact Glen R. Pierce of this office, phone 248-4643.

Very truly yours,

James L. Apperson

JAMES L. APPERSON, P.E.
CITY ENGINEER

GRP:jr
Encl.

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COUNTY & CITY SECTION
JAN 3 1974
ENGR. COOR. UE AE UE
UPE CE RE RPE

N.E. HALSEY STREET
N.E. 70th Avenue to N.E. 80th Avenue

N.E. Halsey Street is an arterial carrying primarily through Traffic and transit patronage. The section of N.E. Halsey between N.E. 70th Avenue and N.E. 80th Avenue is the only remaining section of FAU Route No. 5026 that has not been improved to a curbed street, and it should be improved to provide continuity with the remainder of the FAU route. The improved portion of the route provides for two travel lanes and two parking lanes with AM and PM restrictions, within a 36-foot roadway. Lane widths are considered inadequate for efficient auto and transit usage.

The traffic load on the subject section of N.E. Halsey is presently in the range of 10,000+ ADT. To relieve congestion and permit efficient auto and transit usage during peak hours, it is proposed that this street be widened to a 44-foot roadway with two 11-foot travel lanes and two 11-foot parking lanes with AM and PM restrictions. Curbs and sidewalks/bikeways would also be provided.

The improvement would be accomplished within the existing 60-foot right-of-way. Construction and operation of this section would not be expected to have a significant impact upon the environment.

The City expects to use its own work forces to perform preliminary engineering on this project.

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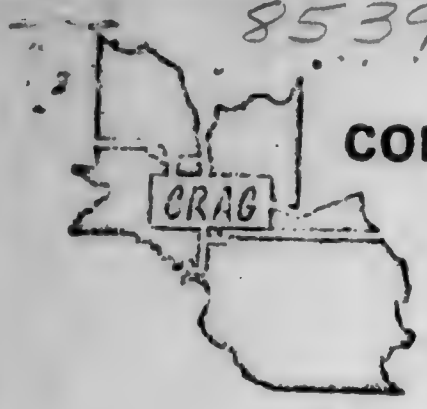

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S. W. CANYON COURT
PORTLAND, OREGON 97221
(503) 297-3726

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

October 30, 1973

Mr. F. B. Klaboe
Oregon State Highway Division
Highway Building
Salem, OR 97310

Commissioner Lloyd Anderson
Director of Public Works
City Hall
Portland, OR 97204

Gentlemen:

At the CRAG Executive Board meeting of September 7, 1973, approval was given for use of 1973 Federal Aid Urban System funds allocated to the CRAG region in the amount of $460,000 for the additional construction costs estimated for the Foster-Woodstock couplet. This authorization is in addition to the $437,000 previously given for use of 1972 funds.

The Executive Board, at its meeting of October 19, 1973, considered the probability that some of the 1972 funds available to the region could not be obligated within the time constraint imposed on the use of federal funds. They, therefore, approved preliminary engineering on the following four projects:

East Burnside and Sandy
N.E. Halsey from N.E. 70th to N.E. 80th
N.W. Front from N.W. 26th to Kittridge Avenue
N.E. Fremont from the Fremont Bridge to Union Avenue

The City of Portland has advised CRAG that they still have hopes of obligating construction funds on the Foster-Woodstock couplet. If this should occur, it will require the deletion of one or more of the preliminary engineering projects, as part of the unobligated funds were anticipated to come from the Foster-Woodstock project. The Board did not establish priorities among the four preliminary engineering projects. It is therefore requested that any necessary prior

PUBLIC WORKS
NOV 1 1973
Comm.

established by the City of Portland, and that if preliminary engineering funds do not become available for all four projects, that they reapply to CRAG for funding from a later year's appropriations.

The City of Portland should initiate requests to the State Highway Division to fund these projects.

Sincerely,

A. McKay Rich
Acting Executive Director

lw

8541 Palmquist Rd.-Kelso Rd. 1977
Sec. of Mt. Hood Hwy.
(Flashing beacon install.)

C+A 6023 6-8-77
C+A 6048 7-25-77

8541

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 820

STATE COPY

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

FINAL CONSTRUCTION INSPECTION & FINAL ACCEPTANCE REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-30-79	W. N. Bryant, Area Engineer		HHS-24(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
1-19-78	3-14-79	111 %	150 C.D.
APPROVED EXTENSIONS	**LOCATION**		
None	Between the intersections of Palmquist Road and Kelso Rd. with the Mt. Hood Hwy. East of Gresham, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PALMQUIST RD.-KELSO RD. SECTION
MT. HOOD HIGHWAY
Flashing Beacon

This project provided for the installation of traffic control flashing beacons at 6 intersections on the Mt. Hood Highway. A contract in the amount of $35,991.65 was awarded Hamilton Electric, Inc., on June 1, 19771 Work began on September 27, 1977 and was completed in reasonably close conformance with the approved plans and specifications on January 19, 1978 at a final cost of $32,368.98. A final inspection was made on April 17, 1978 at which time all work had been completed in an acceptable manner except for the installation of the required back-boards. This work was subsequently completed in an acceptable manner.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements.

RECEIVED
STATE HWY ENGR
MAY 8 - '79
REFER TO
FOR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE: Area Engineer	DATE: 5-1-79	TITLE: Field Operations Engineer	DATE: 5-1-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8541

9

March 19, 1979

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

Contract No. 8541 awarded to Hamilton Electric, Inc., for installation of a flashing beacon on the Palmquist Road-Kelso Road Section of the Mt. Hood Highway in Multnomah and Clackamas Counties was completed on January 19, 1978, and accepted by the State Highway Engineer on March 14, 1979.

Final payment in the amount of $500 will be released to the contractor after March 26, 1979. The total contract amount is $29,343.98 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Hamilton Electric, Inc.
232 West 5th Avenue
P. O. Box 708
Eugene, OR 97401

Smith & Crakes, Inc.
58 West 11th Avenue
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

#8541

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 29, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project HHS-24(1)
Palmquist Rd.-Kelso Rd.
Mt. Hood Highway

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter
State Highway Engineer
Oregon Department of Transportation

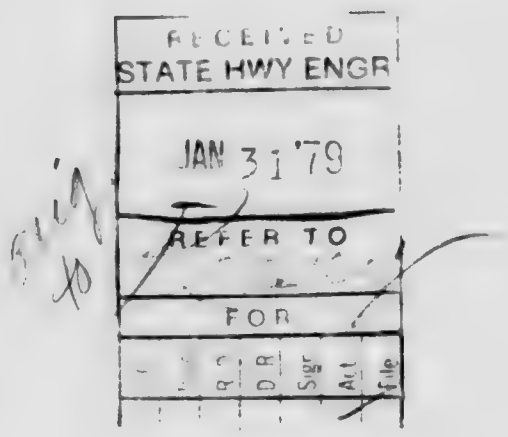
The subject project provided for the installation of flashing beacons at six intersections on the Mt. Hood Highway. A contract in the amount of $35,991.65 (Contract No. 8541) was awarded Hamilton Electric Co., Inc. on June 1, 1977. All work was completed except for the installation of the planned back boards on January 19, 1978. The project was reviewed in the field on April 17, 1978 at which time this office received assurance that the back boards would be installed within a few days.

It was noted during a recent trip through the area that the back boards are still not in place as required by the contract.

It is requested that steps be taken to insure completion of this project as soon as possible.

G. L. Green

cc:
C. T. Keasey (ODOT)



8541 File Copy

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 26, 1978

Mr. Emerson Hamilton
Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Dear Mr. Hamilton:

Time Extension Requests
Pacific Hwy. E. @S.E. Park Ave., Contract 8477
Palmquist Rd.-Kelso Rd., Contract No. 8541

This is in response to your December 14 letter concerning requests for time extension on the above projects. I urge you to review these time extension requests with the respective Resident Engineers.

An important factor used in considering requests for increased work time on a project is whether or not factors resulting in any delays could have been controlled by the contractor. It is our belief that a contractor should be in the position to control the delivery time on materials, i.e., when soliciting quotations, he can include necessary ordering and delivery time in obtaining prices.

The data submitted on both projects suggests that the delays were the result of a lack of timely action or performance of a supplier or manufacturer. The reasons for delays given by the supplier and/or manufacturer appear to be totally within their control and therefore not a valid reason for time extension.

Should you have available additional information including any to indicate that these delays were not controllable by the supplier or manufacturer or if your review with the Resident Engineer suggests any errors or omission in our detailed analysis of your original request, you should request a resubmittal of the time extension request. This should be in writing to the appropriate Resident Engineer. Lacking any additional information, I see no basis for altering my original decision on these projects.

Now permit me to discuss a slightly different but related subject. Recently I have become increasingly concerned about the amount of time required to accomplish what would appear to be relatively straightforward traffic signal projects. We contract these projects and even after providing a large block of time--from four to six months--for acquisition of materials, many of the projects are not completed within the allocated time.

Difficulties and delays are apparently being experienced at the contractor level, the supplier level, the distributor level and the manufacturer level which extend these projects and delay their use by the public. I realize that electrical contractors doing traffic signal work have certain operational problems in the acquisition of materials.

I believe it could be beneficial for all parties involved in this type of work to get together and attempt to resolve some of the difficulties and delays associated with these projects. I have instructed my staff to work towards setting up such a meeting. You will be contacted soon as we would like your participation, input and advice.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ji

bc: C. T. Keasey
E. L. Hardt
Mort Fillmore
Jim McNamee

HAMILTON ELECTRIC inc.
ELECTRICAL CONTRACTING

December 14, 1978

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: H. S. Coulter

Regarding: O.S.H.D. Contract #8477
O.S.H.D. Contract #8541

We have received your recent letters rejecting our request for time extension on these projects. Will you please provide information regarding the appeal procedure for this decision, if there is one.

We are not sure if the last paragraph of your letters indicated that an appeal should be made to the Resident or Region Engineer or if there is no appeal and the matter must be taken to litigation.

Very truly yours,

Emerson Hamilton

EH/jb

RECEIVED
STATE HWY ENGR
DEC 15 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
DEC 15 1978
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Wildmer
Gebauer
Church

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

Form M-731-9000

OREGON STATE HIGHWAY DIVISION

TABULATION SHE

SHEET ..1.. OF ..7.. SHE

12-21-78
DCA

Traffic Signal Projects Over Time -

Contractor Contract	Project				Day Count	% Complete	Type Project
					As of W/E 12/9/78		
Copeland Pav. 8688	Grants Pass - Nrs Hope Rd				262/225	100 %	G, P, S & Signal
Hansen 8700	Cape Arago Hwy @	Harrison Ave			240/220	30%	Signal only
Maxwell E. 8720	Main St @ Canyon Blvd (John Day)				202/200	80%	Signal only
Hamilton E. 8687	Pacific Hwy 61 @ 5th Ave (Eugene)				271/220	82%	Signal only
Hansen E. 8658	Goshen - Divide @ 6th (College Grove)				209/200	100%	Signal only
Peter Kiewit 8648	NW K. Bridge - NW 26th				357/360* (6)	84%	G, P, I & Signal
Hamilton E. 8505	NE Prescott - SE Flavel				541/280	100%	G, P, S & Signal
Zuber Bros. 8489	SW Sheridan - SW Skyline (Phase)				628/225	97%	G, P, S, I & Signal
Hamilton E. 8630	Elm Ave - E Highland				278/250	43%	G, P & Signal
Hamilton E. 8682	Beaverton - Tigard Hwy @ SW Greenburg				300/250	95%	Signal only
Hamilton E. 8649	Murray Blvd @ Cutler Rd.				352/200	48%	Signal only
* How overtime, time extension phase (s) only							
Signal Project w/o weekly - appear overtime							
Roseburg Paving 8717	Diamond Lake Blvd (Washington Ave)				/200	Awarded 5/1/78	G, P, S, I & Signal
Hamilton E. 8704	McKenzie Hwy @ S. 32nd				/200	Awarded 4/14/78	Signal only
Contracts recently completed that went overtime							
R. L. Coats 2640	Hines - Diamond Lake (Conn.)				258/200	100%	G, P, S & Signal
Clarke E. 8646	Kings Valley Highway @ Main St (Co'lis)				311/220	100%	Signal only

#8541

D

December 6, 1978

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

Gentlemen:

Time Extension Request
Palmquist Rd.-Kelso Rd.
Multnomah & Clackamas Counties
Contract No. 8541
FAP No. HHS-24(1)

Your request for an increase in calendar days in which to complete your contract for the subject project has been given careful consideration and review. The supporting data submitted with this request does not show bona fide causes beyond the control of the contractor. The timely acquisition of materials remains the contractor's responsibility. Consideration was given to the installation of photo electric cells, but this work was considered incidental to the contract work. Your request is hereby denied. There remains 67 days liquidated damages.

Any questions concerning this request should be directed to the Resident or Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr ji

bc: FHWA
C. T. Keasey
Robert Church
Ed Hardt
H. M. Fillmore
Richard Hacek

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8541

Salem, Oregon

December 1, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Palmquist Rd.-Kelso Rd.
Multnomah & Clackamas Counties
Contract No. 8541

TO: H. S. Coulter
State Highway Engineer

The contractor on the subject project, Hamilton Electric, Inc., requests a 67 calendar day increase in which to complete their contract. Late pole delivery is the basis for their request.

Work was to be completed on the project before the elapse of 150 calendar days. Calendar day count on the project began June 17, 1977. Time expired November 13, 1977. The project was completed January 19, 1978 or 67 days over time.

The contractor ordered the poles June 7, 1977 as soon as he received the notice of award. It took eight weeks before the Resident Engineer received the pole drawings for review. This amount of time would appear excessive. Approval and return of the drawings were done in a timely manner. A letter from the supplier states they do not order materials for an order until they have received the approved drawings. This would make the processing of an order a critical item.

The supplier attributes his delay to late receipt of the raw tubes. This revised his preliminary factory schedule of November 1, 1977. Poles were received on the project December 14, 1977.

The only extra work item on the project involved the installation of photo electric cells which were omitted from the plans. This item required only four hours work and was incidental to the contract work.

The supporting data from the contractor and his supplier do not show nor give evidence of a bona fide cause beyond the control of the contractor. Timely acquisition of materials remains the contractor's responsibility. It is recommended this request for a time extension be denied. There remains 67 days liquidated damages charged to the contractor.

A rough draft letter to the contractor is attached.

OBJ:DA:fr
Att.
cc: Ed Hardt
H. M. Fillmore

RECEIVED
STATE HWY ENG
DEC - 4 '78
REFER TO
FOR
R.D | D/R | Sign | Act | File

E-250 (Rev. 3-71)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 26, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 217 days, within which to complete our Contract No. 8541, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We received notification of the award of this contract on a June 6, 1977 letter from the Dept. of Transportation. Our purchase order for the poles was placed on June 7, 1977 (copy enclosed). The pole drawings were approved on August 9, 1977 and were returned to us on August 12, 1977. We did not receive the poles from our supplier in time to allow us to make the installation within the time limits of the contract. A letter is attached from the supplier (North Coast Supply) and manufacturer (Union Metal Mfg.) indicating the reasons for the delay in delivery. When the poles were delivered to us we installed them on a timely basis. They were delivered December 27, 1977 and the installation was completed on January 19, 1978. On January 9, 1978 a letter (copy enclosed) was directed to us requesting installation of photo electric cells on 6 intersections. This work at the request of the OSHD on Price Agreement #1 was also completed after the scheduled contract completion date.

Respectfully submitted,

Hamilton Electric, Inc.
Contractor

By [signature]

CONSENT OF SURETY

Date October 30, 1978

We, TRANSAMERICA INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact
Genevieve A. Bernhardt

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8541 Contractor Hamilton Electric, Inc.

Highway Mt. Hood

Section Palmquist Road - Kelso Raod

Kind of Work Flashing Beacon Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~GRANTED~~. The reasons for such recommendation are as follows:

Denied, as there were no bona fide causes beyond the control of the contractor.

Recommended for Approval:

Marion Kapt
Regional Engineer

D. M. Jakeman
For Construction Engineer ~~or Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No.	8541
Project designation	HHS-24(1) (State-Federal)
Date awarded	June 1, 1977
Work started	September 27, 1977
Per cent completed	100 (Date)
No. of Workdays Allowed	150
No. of Workdays Used	217
No. of Added Workdays Requested	67

SP*67865-734

8541 9

FORM 81-754-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Palmquist Rd.-Kelso Rd.	WEEK ENDING: March 10, 1978
		SECTION PREFIX: 26-1025
	HIGHWAY: Mt. Hood	COUNTY: Multnomah & Clackamas
NAME OF JOB: Palmquist Rd.-Kelso Rd.	KIND OF WORK: Installation of Flashing Beacons	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 8541	FEDERAL AID PROJECT NUMBER: HHS-24(1)
DATE OF CONTRACT: June 1, 1977	DATE WORK STARTED: September 27, 1977	ESTIMATED COMPLETION DATE: January 19, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 217
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 145
PROJECT AUTHORIZATION: $ 41,210.44		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 37,611.27	ENGINEERING AUTHORIZATION $ 3,599.17	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc. Eng. 80
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,343.98	ENGINEERING COST TO DATE $ 3,632.82	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 22%	PERCENT OF AUTHORIZATION 101%	January 19, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

—

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Cloudy	0		
MONDAY 6	Cloudy	0		
TUESDAY 7	Showers	0		
WEDNESDAY 8	Showers	0		
THURSDAY 9	Cloudy	0		
FRIDAY 10	Fair	0		
SATURDAY 4	Cloudy	0		

Routing

Kessey K — Richards
Bond — Glenn
Jackmond — Berg
Hopkins — Church
Johnsen
Inioes

RECEIVED
MAR 13 1978
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No activity.
MONDAY 6	"
TUESDAY 7	"
WEDNESDAY 8	"
THURSDAY 9	"
FRIDAY 10	"
SATURDAY 4	"

REMARKS

Semi-Final submitted 3-10-78
Final Weekly Report.

SIGNED H M Fillmore LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#85541

8

July 25, 1977

Clackamas County Public Works Dept.
902 Abernathy Road
Oregon City, OR 97045

MISC. CONTRACTS and AGREEMENTS No. 6048

Gentlemen:

Attached for your files is a fully executed copy of an agreement for the installation of flashing beacons on the Palmquist Road-Kelso Road Section of the Mt. Hood Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8541

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-77		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clackamas & Multnomah
MODIFICATION NUMBER 1	7-7-77	Project Number HHS-24(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 21, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,000	$ 48,210
Federal funds	$ 6,300	$ 43,389
Other revisions		

This modification is made for the following reasons:

Add construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of July, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Technical Services Engineer
(Title)

By H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon June 29, 1977

Federal Aid Project
No. HHS-24(1)

PALMQUIST ROAD-KELSO ROAD SECTION
MT. HOOD HIGHWAY
CLACKAMAS AND MULTNOMAH COUNTIES

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 7,000.00
Type Code Y031			
Flashing Beacons (M.P. 14.75, M.P. 15.44, M.P. 16.24, M.P. 16.77, M.P. 18.36 and 21.10)			
Temporary Protection & Direction of Traffic	All Required		610.00
Temporary Signs	211 sq.ft.	4.15	875.65
Flagmen	160 hr.	22.95	3,672.00
Flashing Beacon Installation, Complete	All Required		30,834.00
			$35,991.65
	Engineering		5,218.35
	TOTAL		$41,210.00

Length of Project - - - - - - - - - - - - - -0.00 mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,000.00	$ 6,300.00	$ 700.00
Flashing Beacons	41,210.00	37,089.00	4,121.00
TOTAL	$48,210.00	$43,389.00	$4,821.00

Group 1 - 100%
Contract No. 8541
Prefix: 26-1025
Prefix: 26-1981
Clackamas Co.: 42%
Multnomah Co.: 58%

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-139	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3 21 77	STATE: Oregon COUNTY: Clackamas & Multnomah PROJECT NO.: HHS-24(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 2 mi. N.W. Mult. Co. Line S.E. 6.4 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-31-76	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,000	$ 6,300

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Dunlap

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for: G. L. Green

Date executed by Division Engineer MAR 2 1 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon March 15, 1977

Federal Aid Project
No. HHS-24(1)

Palmquist Rd.-Kelso Rd. Section

Mt. Hood Hwy. in Clackamas & Multnomah Counties

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

All Required	$ 7,000.00
TOTAL	$ 7,000.00

Length of Project - - - - - - - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 7,000.00	$ 6,300.00	$ 700.00
Retain in Program			
Flashing Beacons	42,000.00	37,800.00	4,200.00
TOTAL	$49,000.00	$44,100.00	$ 4,900.00

Group 1 - 100%

Prefix: 26-1981

Clackamas Co. = 42%
Multnomah Co. = 58%

8541

13

June 8, 1977

Multnomah County Board of Commissioners
Courthouse
Portland, OR 97204

Attention: Diane Trudo
Clerk of the Board

MISC. CONTRACTS and AGREEMENTS No. 6023

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of flashing beacons at four intersections within the Palmquist Road-Kelso Road Section of the Mt. Hood Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

85411

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/13/77
Donald L Bunt

5-26-77 Bid Letting _____ All Clear Deadline

SECTION Palmquist Rd-Kelso Rd.
Highway Mt. Hood
County Multnomah Region _____
Type of Work Flashing Beacons(6) Funds HHS
State ✓ Consultant _ Plans Avail. __ Yes __ No

HHS-24(1)

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Statewide Assessment
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey	X					
Cultural Salvage	X					
NOISE:						
Noise Study	X					

3-21-77

8541

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-24(1) & HHS-26(1)

STATE PROJECT NO.: N/A

COUNTY NAME: N/A

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Gree[illegible] Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: HHS-85 & 86

TO:

Mr. H. S. Coulter-
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO
R. Rulien
FOR
Info | Invest | R/D | Br | Spec | Alt | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-21-77	---	----

GENERAL LOCATION:

Mt. Hood Hwy Ft. Bascom.

GENERAL DESCRIPTION OF WORK:

Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 3-18-77, I approve the program change to revise the appropriation code of 142 to 145.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-21-77	G. K. Hansen Jr.	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

85.41

LETTER OF APPROVAL AND/OR AUTHORIZATION

HHS-24(1)

STATE PROJECT NO.
Palmquist Rd.-Kelso Rd.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Clackamas & Multnomah

ITEM NO.
HHS-85

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 16 '76
REFER TO
Rullen
FOR

Info	Intes	R/D	D/R	Sign	Act	File
						✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-31-76	Primary 24 (old Fau 0640)	Primary 26

GENERAL LOCATION:
US 26 2 Miles NW Multnomah County Line - SE 6.4 Miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and Traffic Signals (Code Y031 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $2,000 - Federal Funds $1,800
☒ OTHER (Specify)
Program Approval

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rullen's 8-25-76 letter I approve this project for inclusion in the Federal-aid program and concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set for in FHPM 7-7-2.

Also as requested in Mr. Rullen's 8-25-76 letter you are authorized to proceed with the necessary work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-31-76		Division Administrator

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 651-855

8541

August 25, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Program Data Submission
Project No. HHS-24(1)
Clackamas and Multnomah Counties

We are submitting program data for one project, Item No. 85, Project No. HHS-24(1) "Palmquist Road-Kelso Road Section".

Attached are Investigation of Various Hazardous Intersections, sketch maps, pictures of each intersection and accident data.

We request the following:

(1) Concurrence that the project qualifies for the time saving procedures enumerated in FHPM 6-8-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by Federal Highway Administration Office on February 25, 1975.

(3) Approval of the program for inclusion in the Federal-aid High-Hazard Location Program under Section 209 of Title II as established by the Federal-aid Highway Act of 1973.

(4) Authorization to proceed with all phases of preliminary engineering necessary ro obrain P.S. and E. approval at an estimated total cost of $2,000 with obligation of Federal funds of $1,800.

This project is Item No. 71536 on the annual program

DRH:dpy

Attachments

cc: E. L. Hardt (Region I)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 25, 1976

CARD 2 — REPORT NUMBER (10) 1 (20) — PROJECT LOCATION (45 typewriter spaces) (21–65): U.S. 26, 2 mi. N.W. Multnomah County Ln. S.E. 6.4 mi. — ADT — PRESENT: See back — FUTURE: See back (66–70) — YEAR: 96 (71–72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): PE, Traffic Signals — NATL. FOREST (63–65) — FH ROUTE NO. (66–69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72–73) — PL. AUTH YR (74–75) — PROJECT NUMBER: PREFIX LETTER(S) (14–22): HHS- — NUMBER (23–27): 24

CARD 4 — CLASS OF FEDERAL FUNDS: (Section 209) High-Hazard Location — COUNTY NAME: Clackamas and Multnomah 005

NAME OF URBAN AREA (17–31): Portland — ROUTE NO. — FEDERAL-AID: 24* (32) — STATE: 26 (36)(37) — U.S.: 26

CARD 5

LINE NO. (14–15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54–58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59–66)	FEDERAL FUNDS (67–76)	STATE FUNDS	OTHER FUNDS
5				PE		"Palmquist Rd.-Kelso Rd. Section".	0.0	2,000	1,800	200	
5				ROW							
5				CONST (CODE) Yo31			0.0	42,000	37,000	4,200	
						PROJECT TOTALS	0.0	44,000	39,600	4,400	

CARD 1 — CODE 1 — PREPARED BY: DRH

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

(18) (23)(24) (38) REMARKS

*Old FAU 0640 and FAP 24

FORM PR-1 (REV. 4-81)

FEDERAL-AID PROGRAM DATA

August 25, 1976

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
, 2 mi. N.W. Multnomah County Ln. 6.4 mi.		See back	See back	96	10	Oregon	41	142	85

45 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								HHS-	24	(1)		

azard Location

and

COUNTY NAME: Clackamas and Multnomah — 005 — CODE 051

ROUTE NO.: FEDERAL-AID 24* — STATE 26 — U.S. 26

PROGRAM STAGE: [ ] 1 OR [X] 2

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		0.0	2,000	1,800	200		P.E. all phases install flashing beacon signals.
	"Palmquist Rd.- Kelso Rd. Section".	0.0	42,000	37,000	4,200		
DRH	PROJECT TOTALS	0.0	44,000	39,600	4,400		

DATES

REMARKS

*Old FAU 0640 and FAP 24

-over-

Palmquist Road-Kelso Road Section
Project No. HHS-24(1)

No.	Crossroad	M.P.	Federal Route No.	Urban Area	Entering ADT 1976	Entering ADT 1996	No. Lanes	Travelway (feet)	Traffi Contro
1	Palmquist Road	14.75	9866-West Side only	Yes	15,500	26,300	2 Lanes	24	Stop
2	Hillyard Road	15.44	Non	Yes	12,800	21,800	2 Lanes	24	Stop
3	Anderson Road	16.24	9871	Yes	12,800	21,800	2 Lanes	24	Stop
4	Stone Road	16.77	Non	Yes	13,800	23,500	2 Lanes	34	Stop
5	Haley-Brown Rd.	18.36	Non	No	11,600	19,700	2 Lanes	20	Stop
6	Kelso Road	21.10	Non	No	12,700	21,600	2 Lanes	34	Stop

Project Data: The proposed work is as follows:

1. Preliminary engineering all phases.

2. Install traffic control flashing beacons at 6 intersections and other work common to this type of project.

Right-of-Way: None recuired.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban transportation planning applicable as the project will not result in an alterat land use or traffic flow patterns that would require a ficant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concu in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesav Procedures as set forth in FHPM 6-8-2-1.

Note: This project is in Congressional District Nos. 2

Road Section

ad	M.P.	Federal Route No.	Urban Area	Entering ADT 1976	Entering ADT 1996	No. Lanes	Travelway (feet)	Traffic Control
Road	14.75	9866-West Side only	Yes	15,500	26,300	2 Lanes	24	Stop
Road	15.44	Non	Yes	12,800	21,800	2 Lanes	24	Stop
Road	16.24	9871	Yes	12,800	21,800	2 Lanes	24	Stop
d	16.77	Non	Yes	13,800	23,500	2 Lanes	34	Stop
wn Rd.	18.36	Non	No	11,600	19,700	2 Lanes	20	Stop
d	21.10	Non	No	12,700	21,600	2 Lanes	34	Stop

roposed work is as follows:

engineering all phases.

affic control flashing beacons at 6 intersec-
other work common to this type of project.

required.

orts, Water Development, Railroads, Recrea-
l Areas: None involved.

ents: Exempt from State Clearinghouse and
house A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban transportation planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesavings Procedures as set forth in FHPM 6-8-2-1.

Note: This project is in Congressional District Nos. 2 & 3.

8542 Little Nestucca & Nestucca 1977
R. Bridges
(Painting)

8542

9

August 9, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 8, 1978, we wrote to you concerning release of final payment on Contract No. 8542 awarded to A-1 Sandblasting & Steam Cleaning Co., Inc., for painting the Little Nestucca and Nestucca River Bridges on the Little Nestucca and Oregon Coast Highways in Tillamook County.

Final payment on this contract is $6,639.20 and the total contract amount is $132,784. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc A-1 Sandblasting & Steam
Cleaning, Co., Inc.
6117 N.E. Portland Hwy.
Portland, OR 97218

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8542

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Little Nestucca & Nestucca River Bridges		WEEK ENDING: June 3, 1978
		SECTION PREFIX: 129-421
HIGHWAY: Lt. Nestucca & Ore. Coast		COUNTY: Tillamook
NAME OF JOB: Little Nestucca & Nestucca R. Bridges	KIND OF WORK: Maintenance Painting	
CONTRACTOR: A-1 Sandblasting & Steam Cleaning	CONTRACT NUMBER: 8542	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 31, 1977	DATE WORK STARTED: July 18, 1977	ESTIMATED COMPLETION DATE: June 1, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1	SPECIFIED WORK DAYS: 100	WORK DAYS USED: 65
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 65
PROJECT AUTHORIZATION: $ 158,709.84		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 138,759.28	ENGINEERING AUTHORIZATION $ 11,950.96	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 138,759.28	ENGINEERING COST TO DATE $ 16,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 138 %	DATE PROJECT WAS COMPLETED: June 1, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Compressor, Paint Pot.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Cloudy	63		
MONDAY 29	Prtly Cloudy	63		
TUESDAY 30	Clear	64		
WEDNESDAY 31	Clear	65		
THURSDAY 1	Clear	65		Project K Completed
FRIDAY 2	Clear			
SATURDAY 3	*****			

K

RECEIVED
JUN 5 1978
CONSTRUCTION BRANCH

Richards, Berg, Jones, Widmer, Gebauer, Church, Glenn, Johnsen, Williams, Hopkins, Richmond

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 28	No activity.
MONDAY 29	No activity.
TUESDAY 30	Completed final green coat application on bridge #555. ~~No activity.~~
31 WEDNESDAY	Finished latex and stenciled ID on all bridges on the project.
THURSDAY 1	All equipment and materials were removed from the job site. The project has been accepted as being completed.
FRIDAY	
SATURDAY	

REMARKS

The contractor completed all painting required under the project contract, final inspection pending. This report finals the project.

SIGNED Walter Bartel LOCATION Astoria
for Chet Anderson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

8542

9

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/13/77
Donald L Rust

5-26-77 Bid Letting _____ All Clear Deadline

SECTION Nestucca River Bridges
Highway Little Nestucca & Oregon Coast
County Tillamook Region _____
Type of Work Maintenance Paint (5) Funds Se. M
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						N/A State Funds
EIS	X					
Negative Declaration		X				
Project Assessment		X				
Write-off Letter		X				
PERMITS:						
Division of State Lands		X				
D.O.G.M.I.		X				
Corps of Engineers		X				
Coast Guard		X				
Co. Conditional Use		X				
NPS Air Pollution		X				
NPS Water Pollution		X				
CULTURAL:						
Cultural Survey		X				
Cultural Salvage		X				
NOISE:						
Noise Study		X				

8543 Stanfield (S.W. Barbara St.) Sec. (Grading & paving) 1977

C & A 5845 12-2-76

8543

OREGON STATE HIGHWAY DEPARTMENT

Date January 17, 1978

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1977

Contract # 8543 Prefix 330-1733 Survey Prefix 330-1430

Street S. W. Barbara

City Stanfield

Payments to Contractor (see attached voucher)	$ 15,606.84*
Engineering and Contingencies	1,365.53
Survey: Total $ 3,823.60 Prorated Share	
TOTAL	16,972.37
Agreed State Share	16,972.37
Agreed City Share	
City Advance Deposit	

Reference: Outside Billing none

* $3.59 interest.

1-4-78

...CH ST EE IMPROVMT	324	1734	295	00				25,000.00
	324	1734	900	00	55.07		55.07	55.07
			** JOB TOTALS **		55.07	**	55.07	** 25,055.07
...N ST-MB N ST, MT ANGEL	324	1735	900	00			16,000.00	16,000.00
			** JOB TOTALS **			**	16,000.00	** 16,000.00
...CRK EE (HERRNER)	325	1707	900	00				25,000.00
			** JOB TOTALS **			**		** 25,000.00
	326	1706	900	00			.90	.90
			** JOB TOTALS **			**	.90	** .90
...N 3RD AVE	329	1710	201	00			33,715.53	33,715.53
	329	1710	204	00			1,695.78CR	1,695.78
	329	1710	900	00	539.13		2,758.30	2,758.30
			** JOB TOTALS **		539.13	**	34,788.05	** 34,788.05
...ON ST STANFIELD SECT	330	1733	201	00			15,596.50	15,596.50
	330	1733	204	00			779.03CR	779.03
	330	1733	900	00			1,380.53	1,380.53
			** JOB TOTALS **			**	16,197.20	** 16,197.20
	334	1720	900	00			.29	.29
			** JOB TOTALS **			**	.29	** .29
			MAJOR CLASS 17 TOTALS		23,479.14		210,552.74	614,112.24
	004	1802	411	00 0				329.50
	004	1802	413	00				1.50
	004	1802	429	00 0				.75
	004	1802	900	00				171.75
	004	1802	900	00 0				5.00
	004	1802	900	00 0				.50
			** JOB TOTALS **			**		** 401.75
	004	1803	900	00				.50
	004	1803	900	00 0				214,956.50
			** JOB TOTALS **			**		** 237,958.54

1543

RIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	329	1466	920	00	60.36	60.36	60.36
	329	1466	921	00	105.31	517.07	517.07
	329	1466	924	00		126.20	126.20
			** JOB TOTALS **		418.47 **	5,436.23 **	5,436.23
STANDFIELD (S. BARBARA)	330	1430	901	00	12.06CR	2,050.01	2,050.01
	330	1430	905	00	.62	1,061.45	1,061.45
	330	1430	910	00	.83CR	219.93	219.93
	330	1430	914	00	.55CR	100.39	100.39
	330	1430	920	00	4.49	50.49	50.49
	330	1430	921	00	87.58	341.33	341.33
			** JOB TOTALS **		79.25 **	3,823.60 **	3,823.60
	332	1482	901	00			553.88
	332	1482	905	00			210.86
	332	1482	910	00			135.80
	332	1482	921	00			102.64
			** JOB TOTALS **		**	**	1,003.18
	334	1414	295	00		35.11	35.11
	334	1414	296	00		35.11CR	35.11C
	334	1414	901	00			908.54
	334	1414	905	00		4.75	1,216.24
	334	1414	910	00			633.09
	334	1414	914	00			91.83
	334	1414	920	00			33.40
	334	1414	921	00		6.47	278.57
	334	1414	924	00			26.94
			** JOB TOTALS **		**	11.22 **	3,188.61
							65.83
AFAYETTE (7TH ST)	336	1441	905	00			34.06
	336	1441	913	00	1.09	34.06	104.94
	336	1441	914	00			16.14
	336	1441	920	00			424.83
	336	1441	921	00			72.96
	336	1441	923	00			718.76
			** JOB TOTALS **		1.09 **	34.06 **	
LAGRANDE-BAKER HWY	501	1436	905	00	1.78	20.02	440.83
	501	1436	906	00			103.38
	501	1436	914	00			2.52
	501	1436	920	00			69.38
	501	1436	921	00			907.46
	501	1436	926	00			55.26
			** JOB TOTALS **		1.78 **	20.02 **	1,578.83
SW 72ND AVE INTERCHANGE	503	1405	901	00		55.64	57.64
	503	1405	905	00	.74	8.30	1,081.24
	503	1405	906	00			2.25

FISCAL YEAR

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER 22815

	VOUCHER DATE	TOTAL AMOUNT
L. W. Vail Company Inc. 1920 North 4th St. Pasco, WA 99301	12/14/77	$ 790.17
Contract 8543 Final #2 To 7/7/77	Principal Interest	$ 786.58 3.59
pf		

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED · Acctg. Control

... 16th, 1977 ... ... Contract 8543	Invoice for Service Rendered or Goods Furnished the OREGON STATE HIGHWAY DIVISION by L.W. Vail Company, Inc. 1920 North 4th Street Pasco, WA 99301	This Space for Use of Accounting

Principal:
Final Est. #2 - $ 786.58

Interest (began 12-4-77):
Dec. 4, 1977 thru Dec. 17, 1977 inclusive.
$786.58 for 14 days at $0.2562 per day - $3.59

R.J. Hauck

Richard J. Hauck
Accounting Systems Manager

CONTRACT PAYMENT VOUCHER

	CITY STREET	8543	2
		FEDERAL AID PROJECT NO.	
	SECTION STANFIELD (SW BARBARA ST)		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
[illegible] FRONT END LOADER 4 WHEEL DRIVE	HR	30.0000	16.000	480.00	480.00
[illegible] D TRUCK	HR	28.5000	23.000	655.50	655.50
[illegible] WATERING	M-GAL	6.0000	19.000	114.00	114.00
9 COARSE AGGREGATE BASE	CU YD	6.5000	518.000	3367.00	3367.00
[illegible] CLASS C ASPHALT CONCRETE	TON	22.5000	488.300	10986.75	10980.00

GROSS RETAINAGE			
TREASURER DEPOSIT			
* NET RETAINAGE			
TOTAL CONTRACT ITEMS		15603.25	15596.50
-- % RETAINED ON CONTRACT ITEMS		-----	779.83
FORCE ACCOUNT			
TOTAL PAYMENTS		15,603.25	14,816.67

12 06 77 PG. 01 8543

VOUCHER NO 03689

BY: PGO:pf

DP AUDITOR J. R. Hagedorn

MENT VOUCHER	[illegible] CITY STREET	8543	2
		FEDERAL AID PROJECT NO.	
	STANFIELD (SW BARBARA ST)		

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
[illegible] WHEEL DRIVE	HR	30.0000	1[illegible].000	480.00	480.00	
	HR	28.5000	23.000	655.50	655.5[illegible]	
	M-GAL	6.0000	19.000	114.00	114.00	
GGREGATE BASE	CU YD	6.5000	518.000	3367.00	3367.00	
SPHALT CONCRETE	TON	22.5000	488.300	10986.75	10980.00	6.75

8543

December 9, 1977

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On December 6, 1977, we wrote to you concerning release of final payment on Contract No. 8543 awarded to L. W. Vail Co., Inc., for work on S.W. Barbara Street in the City of Stanfield, Umatilla County.

Final payment on this contract is $786.58 and the total contract amount is $15,603.25. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc L. W. Vail Co., Inc.
1920 N. 4th Street
P. O. Box 847
Pasco, WA 99301

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8543

COPY FOR MR. Don Harwell
From Cecil Head

PROJECT MANAGEMENT
PME BY ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
DEC 16 1977
File: PM FA
TAA _____ LG OP

REPORT OF ACTION UNDER DELEGATED AUTHORITY

STATE HIGHWAY ENGINEER

12-6-77

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
North Santiam Paving Company, No. 8565	Lincoln St.-Main St. (Mt. Angel), Marion County	November 30, 1977
L. W. Vail Co., Inc., No. 8543	Stanfield (S.W. Barbara St.), Umatilla County	December 5, 1977

December 6, 1977

H. S. Coulter
State Highway Engineer

8543

October 26, 1977

Victoria J. Shelt
Credit & Collection
L. W. Vail Co., Inc.
P.O. Box 847
Pasco, Washington 99301

SUBJECT: Stanfield (S.W. Barbara St.) Section
Contract 8543

Dear Ms. Shelt:

Your letter of October 7, has been referred to me for reply.

You show an amount of $2,697.83 owed. Our records indicate that all work performed has been paid for, leaving only contract retainage in the amount of $779.83, which cannot be paid until we are notified by Mr. J. R. Hagedorn, Resident Engineer, that you have submitted all the required documentation.

Mr. Hagedorn's office advises that they have contacted both your Hermiston and Pasco offices in an attempt to obtain the necessary documents.

R. D. Church
Contract Payments Supervisor

RDC:pln

cc: John Bond
Dale Allen
J. R. Hagedorn

L. W. VAIL CO., INC.

ASPHALT PAVING - - - ROOFING
GENERAL HIGHWAY CONSTRUCTION

P. O. BOX 847

OFFICE ON NORTH FOURTH STREET
PASCO, WASHINGTON 99301

PHONE:
547-9511

Contract
8543

October 7, 1977

State of Oregon
Transportation Bldg.
Salem, Oregon

RE: S.W. Barbara, Stanfield
Invoice #1737

Dear Sir:

In reference to the paving work completed in July of this year, we are showing a past due balance of $2,697.83.

May we be advised as to when we may expect payment in full for this job and if there are any problems holding up payment, may we be advised of this immediately in this office.

Thank you for your time.

Sincerely,

L. W. VAIL CO., INC.

Victoria J. Shelt

Victoria J. Shelt
Credit & Collection

cc: Hermiston Office

NOTED
R. J. HACEK
RF
OCT 13 '77
HIGHWAY ACCOUNTING

8543

CITY OF STANFIELD

POLICE CHIEF
PHONE 449-3245
Emergency 911

STANFIELD, OREGON
97875
CITY HALL
PHONE 449-3522

FIRE DEPARTMENT
PHONE 449-3231
Emergency 911

August 19, 1977

Department of Transportation
203 State Highway Building
Salem, Oregon 97310

ATTENTION: Donald N. Harwell, City-County Engineer

Dear Mr. Harwell:

On July 19, 1977 the City of Stanfield accepted the engineer's recommendation concerning South Barbara Street. It was reported by the Project Engineer for J. Val Toronto & Associates that work had been completed by the L. W. Vail Construction Co. according to the specifications from the Department of Transportation, Oregon State Highway Division, Salem, Oregon.

On August 18, 1977 the City did accept the above project and makes recommendation that the Vail Construction Co. be paid for this project.

Sincerely,

James B. Dickason

JAMES B. DICKASON
City Recorder-Treasurer

JBD:cnw

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 23 1977
~~H. DeBrandt~~
File: PM FA
LG OP
TAA _____
cc C T Beasley
WE Schwartz
8/23 B

8543

Stanfield

NARRATIVE REPORT

Stanfield (SW Barbara St.)
Contract #8543
Prefix 330-1733

Umatilla County
Stanfield City St.
July 1977

This was a grading & paving project covering 3 blocks on Barbara St. between Coe Ave. & Page St. in the City of Stanfield. Contract was awarded May 31, 1977. The Contractor, L. W. Vail Co. Inc., started work Monday June 27, 1977 & completed the work on Thursday July 7, 1977. There were no unforseen problems & work was done within the contract bid quantities. There was no Force Acct. or Price Agreements required in order to execute this contract.

Grading: The grading was done on an equipment rental basis. It took two working days to complete this work.

Base Rock: Hauling, placing, shaping & compacting of base rock took 2½ working days. Base rock was purchased by the contractor from Riverbend Const. Company's commercial plant between Umatilla & Hermiston.

Paving: The paving work was completed in one working day using commercial Class "C" Asph. Conc. from Riverbend plant.

Shoulders: Placing & shaping of shoulders took one working day. Final cleanup work was done at the same time.

Comments: Watering was a separate bid item. It was possible to stay within the 20 M-gal. bid quantity, but it is my opinion that it would have been more efficient to include the "water as required" under the base rock bid item.

William Ivie
Inspector.

REFERRED TO
Beard, Dorn, Cole, Sample, Eriksen, Watson, Hager, Ley
Return, Discuss, Do File, Copy, Due
BY FINAL DESIGN ENGINEER

Versteeg, Christensen, George, Olson, Terpin, Sullivan, Scott, Savage
Copy

RECEIVED
NOV 30 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Stanfield(SW Barbara St.) Section
City Street--Umatilla County

Contract #
Prefix 330-1733

OVERRUNS & UNDERRUNS

Contract amount	$17,514.50	Final Cost	$15,603.25	-10.9%
			0.00	-100%
Contingencies	788.15			
Engineering	1,751.45		1,291.60	-26.3%
	$20,054.10		$16,894.85	-15.8%

STATEMENT OF OVERRUNS & UNDERRUNS

Stanfield (S.W. Parbara St.) Section
City Street
Umatilla County

State Project
Contract #8543
Prefix 330-1733

Item #1. Front end loader
4 wheel drive

Contract	16 hours	
Final	16 hours	
	0	00%

Item #2. Dump Trucks

Contract	32 hours	
Final	23 hours	
-	9 hours	Under 28.1%

Grading took 2 days. The "early" part was completed on the 1st. day. The rate of progress on the fine grading work done on the 2nd. day did not require a 2nd. truck to keep up with the work.

Item #3. Watering

Contract	20 M-gal.	
Final	19 M-gal.	
-	1 M-gal.	Under 5%

Underrun negligable.

Item #4. Coarse aggregate base

Contract	610 C.Y.	
Final	518 C.Y.	
-	92 C.Y.	-15.1%

Project length 850 Ft. includes connection to existing streets at both ends & 2 cross streets. It was possible to utilize more of these existing streets than had been anticipated, therefore reducing the volume of base rock required without reducing planned thickness.

Item #5. Class "C" asphalt concrete

Contract	535 Tons	
Final	488.3 Tons	
-	46.7 Tons	Under 8.7%

The utilization of more of the existing cross streets as explained in Item #4 also reduced the quantity required for base lift of AC needed for the widening & leveling.

8543

2

FORM 81-734-3081

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Stanfield (S.W. Barbara St)		WEEK ENDING: July 9, 1977
		SECTION PREFIX: 330-1733
HIGHWAY: City Street		COUNTY: Umatilla
NAME OF JOB: Stanfield(S.W. Barbara St.)	KIND OF WORK: Grade & Pave	
CONTRACTOR: L. W. Vail Co. Inc.	CONTRACT NUMBER: 8543	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 31, 1977	DATE WORK STARTED: June 27, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 1	SPECIFIED WORK DAYS: calendar 40	WORK DAYS USED: Calendar 23
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 20,054.10	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 58
EXCLUSIVE OF ENGINEERING: $ 18,302.65	ENGINEERING AUTHORIZATION $ 1,751.45	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 15,596.00	ENGINEERING COST TO DATE $ 1,062.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87
ESTIMATED PERCENT: OVERRUN / UNDERRUN: Under 14 %	PERCENT OF AUTHORIZATION: 61 %	DATE PROJECT WAS COMPLETED: July 7, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		610 CY			535 Tons
TOTAL QUANTITIES CORRECTED TO DATE		518			488
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		518			488
AVERAGE DAILY QUANTITIES This week		34			488
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0			0
NUMBER OF SHIFTS PER DAY		1			1
HOURS PER SHIFT		8			8

EQUIPMENT USED DURING THE WEEK:

1 paver, 1 roller, 1 distributor, 5 trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	July 3	Pt. fair-mild	1		
MONDAY	4	O'cast-cool	1		
TUESDAY	5	O'cast-mild	1		
WEDNESDAY	6	Pt. fair-mild	1		
THURSDAY	7	Fair-Hot	1		
FRIDAY					
SATURDAY					

Routing:
Keasey K
Bond D
Jackmond
Harwood
Johnsen
Walker

RECEIVED
JUL 12 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	Contractor started paving of project today & completed paving work.
WEDNESDAY	No activity.
THURSDAY	Contractor placed shoulder rock on project, & did cleanup work thruout project.
FRIDAY	No activity.
SATURDAY	

REMARKS

Project was completed Thursday July 7, 1977.

SIGNED J R Haydon LOCATION Hamilton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8543

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGION INSPECTION REPORT

Project Name Stanfield (S.W. Barbara Street) Contract No. 8543

Highway City Street Prefix No. 330-1733

County Umatilla F. A. No. State

Final inspection made on 7/7/77 (Date) by John Hagedorn

in company with _____

CHECK LIST

Date			
7/7/77	Construction signs removed.	Not Closed	Opened to traffic.
N.A.	Salem Office notified to rescind construction speed zone.	_____	Division materials certification submitted.
7/7/77	Contractor removed equipment from project.		
7/7/77	Roadside clean-up completed.		

REMARKS

(Appearance and riding quality of job, general quality of workmanship, etc.)

Project complete and satisfactory. Need letter of acceptance from city.

All contract work on this project has been completed and recommendation is made for acceptance on 8/4/77 (Date). The semi-final estimate will be submitted about * (Date).

*As soon as estimate forms received from Salem.

(Signed)

Reg Const. Engr.
(Title)

cc: Program Management
Construction Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
Resident Engineer
District Engineer

N

A B Don't.

8543

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 16, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 26, 1977 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened May 26, 1977 on the following projects:

1. South Baker Interchange-Encina Interchange
   Old Oregon Trail Highway, Baker County
   Paving

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Oregon City-New Era
   Pacific Highway East, Clackamas County
   Rock Screen Slope Protection

   Same as No. 1.

3. Columbia City ("E", 2nd and "L" Streets)
   Columbia County
   Paving (overlay)

   Same as No. 1.

4. Austin Rock Production, Grant County

   Same as No. 1.

5. Odell Lake Rock Production, Klamath County

   Same as No. 1.

6. Elmira-Veneta Bikeway
   Territorial Highway, Lane County
   Grading and Paving

   1.6 miles of Class II and Class III bikeway extending existing Class III bikeway.

7. Burns Junction-Crooked Creek
I.O.N. Highway, Malheur County
Grading and Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
4-foot shoulders will be provided.

8. Silverton Road O'xing-"D" Street U'xing
Pacific Highway, Marion County
Grading, Paving, Drainage and Signing

Same as No. 1. Grading and paving incidental to drainage and signing.

9. Burlington Northern Railroad Depot (Salem)
Marion County
Grading, Paving and Plant Facilities

Same as No. 1. Grading and paving incidental to plant facilities construction.

10. Columbia Boulevard Intchge (Owens-Illinois Relocation)
East Portland Freeway, Multnomah County
Grading, Paving and Plant Facilities

Same as No. 1. Grading and paving incidental to plant facilities.

11. SE Stark/Washington Intchge (Stark Street U'xing)
East Portland Freeway, Multnomah County
Grading, Paving and Structure

7-foot existing sidewalks on Stark Street and 8-foot sidewalk / bikeway provided on south side of structure.

12. SE Market Street U'xing
East Portland Freeway, Multnomah County
Grading, Paving and Structure

8-foot sidewalk/bikeway provided on both sides of approaches and structure.

13. NE 68th Avenue-NE 81st Avenue (Portland)
FAU 9858 (NE Halsey Street), Multnomah County
Grading, Paving and Signals

Same as No. 1. 7-foot sidewalks are provided.

14. East Portland State Police Headquarters
East Portland Freeway
Multnomah County
Grading, Paving and Building Construction

Same as No. 1. Grading and paving incidental to building construction.

15. Palmquist Road-Kelso Road
Mt Hood Highway, Multnomah and Clackamas Counties
Flashing Beacon Installation

Same as No. 1.

16. Little Nestucca and Nestucca River Bridges
Little Nestucca and Oregon Coast Highways
Tillamook County
Painting

Same as No. 1.

17. Stanfield (SW Barbara Street)
City Street, Umatilla County
Grading and Paving

Same as No. 1. 6-foot shoulders are provided.

DES:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8543

Stanfield

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/24/77
Donald L Rust

5-26-77 Bid Letting _____ All Clear Deadline

SECTION Stanfield (SW Barbara St.)
Highway 11th Street
County Umatilla Region 5
Type of Work GP Funds City
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					N/A City Funds
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X		X		
Cultural Salvage	X					
NOISE:						
Noise Study	X					

7543

Section Stanfield (S.W. Barbara St.) Programming Estimate $ _____

(c 30)

Highway City Street 4-12-77 Project Length 0.16 mile

County Umatilla Completion Time 40 cal. workdays

Kind of Work Grading & Paving July 31

Prefix 330-1430-921 FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 19123—
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Install Water Meter		$ _____
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		
		$ 19,123 —
Contingencies (4-1/2%)		860 54
Engineering (10 %)		1,912 30
	SUBTOTAL	$ ~~21,895 84~~
Credit for _____		
Estimated Net Authorization, Construction		$ 21,895 84

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet _____ of _____

Date 4-12-77

Section Stanfield (S.W. Barbara St)

County Umatilla

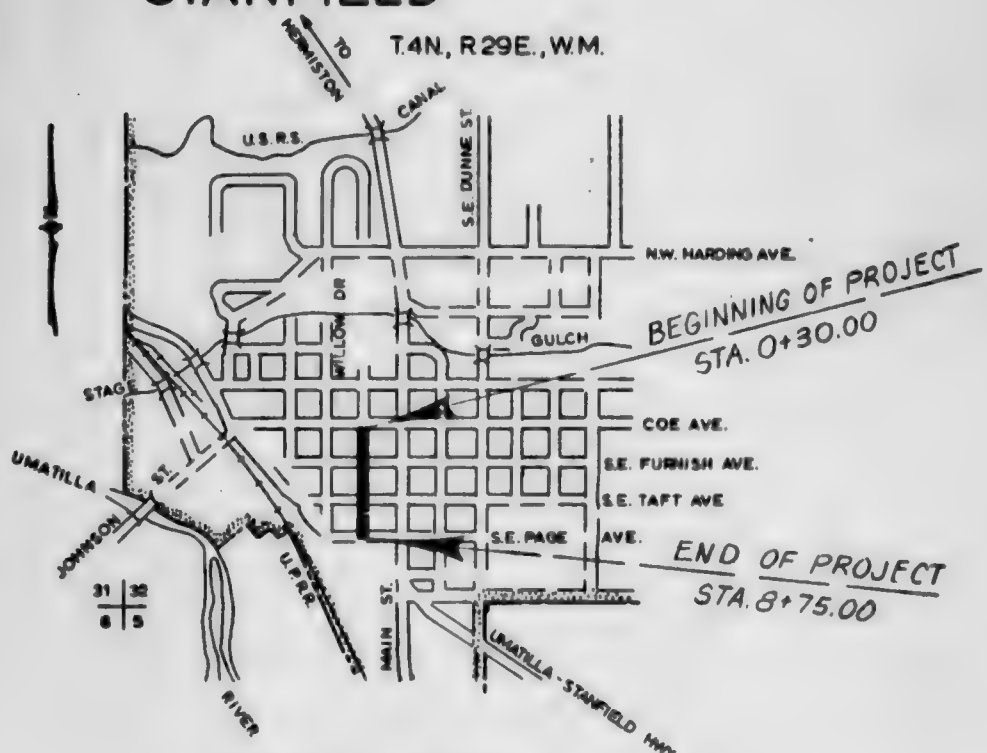
Kind Of Work Grading and Paving Length 0.16 mile Name Stein

Q	Item Estimate	Code	Unit	Quant.	Unit Cost	Total
	Front End Loader 4 Wheel Drive		Hr.	16	42.50	680.-
	Dump Trucks		Hr.	32	34.-	1088.-
	Watering		M. Gal.	20	8.50	170.-
	Coarse Aggregate Base		Cu Yd	610	8.-	4880.-
	Class "C" Asphalt Concrete		Ton	535	23.-	12,305.-

8543

No R/W Map

STANFIELD



Sketch Map

Scale 0 400 800 1200 Feet

PRELIMINAR
SUBJECT TO C

Sl. Ac
Extg. Gr

Sl. Ac
Extg. Wo

S U M M A R Y

ITEM	UNIT	QUANTITY

4-7-77
Notified Watson
This Project Cleared to
go.

APPROVED
CITY OF Stanfield
BY MAYOR Charles E. Hagstedt
BY RECORDER James B Dickson
DATE 4/6/77.

Watson, Mcgill & Ulmer

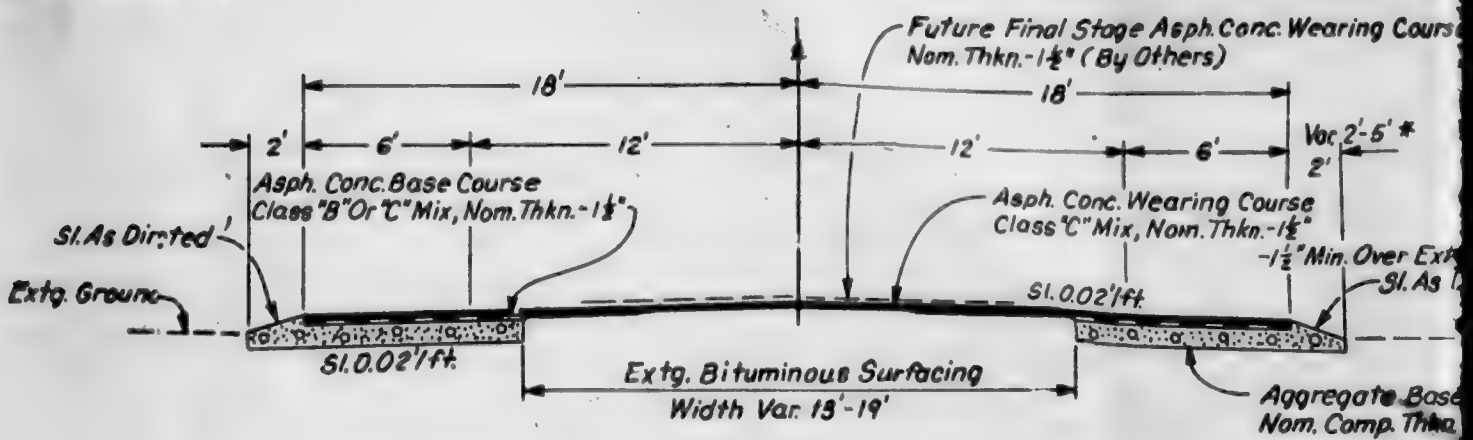
TYPICAL SECTIONS

PRELIMINARY COPY
MAR 30 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

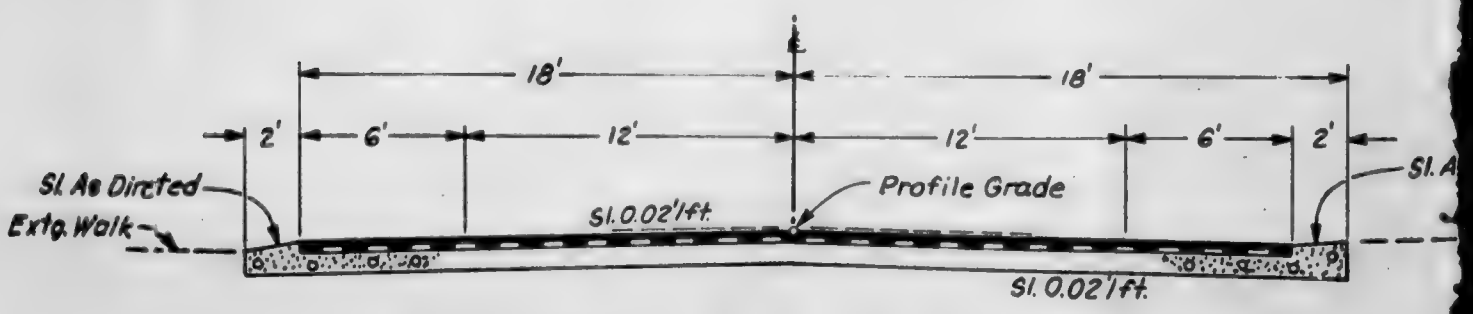
PRELIMINARY OPY
SUBJECT TO CHAIE

OF PROJECT
30.00

F PROJECT
75.00



STA. 0+30 To STA. 5+85



STA. 5+85 To STA. 8+70
(For Surfacing Details Not Shown, See Section Above)

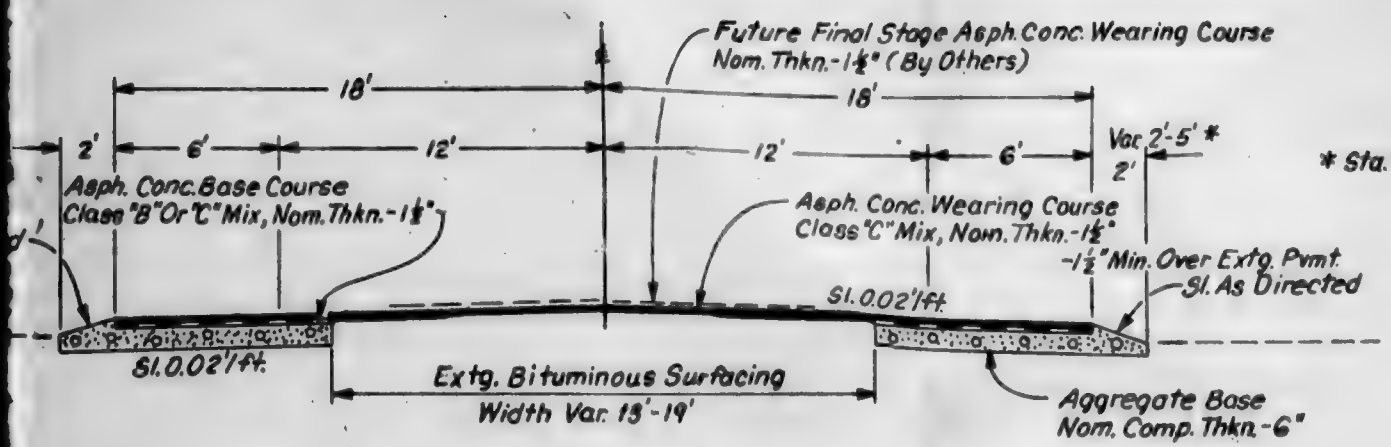
ITY

Eng Hyatt
B Dickson

TYPICAL SECTIONS

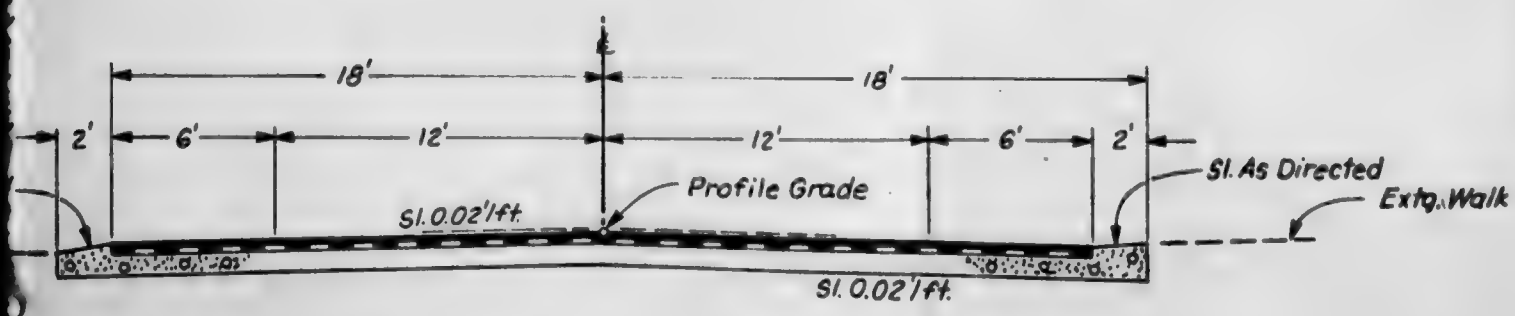
OREGON STATE HIGHWAY DIVISION				SHEET No.
PAVING STANFIELD (S.W. BARBARA ST.) SEC. CITY STREET UMATILLA COUNTY				1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PRELIMINARY COPY
MAR 30 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT



* Sta. 0+50 To Sta. 2+50

STA. 0+30 To STA. 5+85



STA. 5+85 To STA. 8+70
(For Surfacing Details Not Shown, See Section Above)

RECEIVED
DOT OPERATIONS
APR 7 '77
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Sl | File

8543

March 30, 1977

Mr. James B. Dickason
City Recorder
City of Stanfield
P. O. Box 368
Stanfield, Oregon 97875

Dear Mr. Dickason:

Enclosed are two sets of preliminary plans for the 1977 Special City Allotment project on S. W. Barbara Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 36-foot wide street, as shown on these preliminary plans, is currently estimated to cost $24,000. The State's share would be $24,000.

Recommended changes you suggest should reach this office by April 15, 1977 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

Robert H. Prange
Local Projects Manager

RHP/FFH:sch

Enclosure

NOTED
MANOR C. HOLMES

8543

OREGON STATE HIGHWAY DIVISION
Location Section

Section: S. Barbara St. (S.W. Coe-S.W. Page)
Highway: Stanfield City Street
County: Umatilla
Prefix: 330-1430
Res. Engr: J. Hagedorn

Date March 23, 1977
Ten Year Traffic Coefficient 5.0
18 kip s.a. per day 1.9
R value 19
Frost Penetration 24"-26"
CBE Total Requirement 14.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT		CREDIT
1.5"	A.C.	(Final Stage)	3.0
3.0"	A.C.		6.0
6.0"	A.B.		6.0
10.5"			15.0"

PROJECT MANAGEMENT
MAR 25 '77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

~~XXHXWXX~~.
~~Assistant State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

[illegible]

8543

March 14, 1977

Mr. James Dickason
City Recorder
City of Stanfield
P. O. Box 368
Stanfield, Oregon 97875

RE: South Barbara Street
S. W. Coe Avenue to S. W. Page Avenue

Dear Mr. Dickason:

Although it is apparent no additional right-of-way is required for the above project, it is necessary the city furnish certification of right-of-way and utilities.

Attached are two copies of an instrument to be executed by the mayor and city recorder. In your case, items A-1 and C-1 should be checked.

Please return one copy of the certification to this office as soon as possible to insure that no undue delay of the project advancement will be encountered.

Very truly yours,

Robert H. Prange
Local Projects Manager

RHP/FFH:sch

Enclosure

NOTED
M. NOR C. HOLMES

√ A B

85K3

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

McNary

DATE March 8, 1977

TO W. E. Schwartz

FROM J. R. Hagedorn

SUBJECT Transmittal of Location Survey Data
Stanfield (S.W. Coe Ave.-S.W. Page Ave.)
Barbara Street Prefix 330-1430

Transmitted herewith:

1 Roll Mylar Plan-Profile
1 Roll Location Cross-sections
1 Roll Work Profile

1 Envelope, containing:

1 Book Field Notes
2 Copies Locating Engrs. Statement
1 Copy Estimate of Cost
1 Sheet Finish Grades
1 Copy of Surfacing Quantities (7sheets)
1 Copy Location Narrative

Frank Terpin ✓ 3/9/77
Location Engineer

Herewith the above survey for your review. No preliminary special provisions have been made by the region office.

Please send 3 copies of the Mylar detail map to the La Grande Region Office.

W.E.Schwartz
Reg. Engr.
By:
T. F. Epley

Res Engr will review est. w/ City to get their OK - Letter to Follow.

Ralph Miller

3/11/77
This Project appears to be Generally as requested by the City. Exempt from Hearing, Agr't

LOCATION NARRATIVE

STANFIELD (S.W. COE AVE. - S. W. PAGE AVE.)
BARBARA STREET
PREFIX 330-1430 MARCH, 1977

DESCRIPTION:

Barbara Street, running north and south, is located one block west of Highway 395. This project covers the 3 city blocks from Coe Avenue to Page Avenue. The first block, from Coe Ave. to Furnish Ave., is flanked mainly by commercial establishments; the other two blocks are entirely residential at present.

Barbara Street has a history of various problems, which, from information supplied by adjacent property owners, were the results of inadequate original construction. A big percentage of the curbs have settled out of sight. Re-surfacing over the years has elevated the existing grade to a point where the street is considerably higher than it should be. The existing paved surface, while showing a few potholes, is basically sound. However, our overlay will only add to the undesirable height of the street and make it, in fact, an "elevated roadbed". To restore this section into a curbed, well drained city street, it will cost considerably more than the money allotted for the construction as proposed in this survey.

TYPICAL SECTION:

As follows: 1½" Class "C" A.C. Wearing Course
2 " Class "C" A.C. Base Course
8 " Stone Base

This is the same surfacing as for Contract No. 8398, W. Elm Ave.-Hermiston NCL.

The final pavement width will be 36 ft. The City is letting another street project the summer of 1977 that includes the 3 intersecting streets. City representative, Jim Dickason stated that that project will be set up so that its paving will butt up to our E.P., including construction of the turn radii.

LOCATION NARRATIVE
Stanfield (S.W. Coe Ave.-S.W. Page Ave.)
Barbara Street
Prefix 330-1430

EARTHWORK:

While test holes showed approximately 8" of crushed rock adjacent to the edge of existing pavement, some showed varying degrees of contamination. In order to insure a good base, it was decided to remove this material and substitute with clean crushed rock.

Excavation of these areas are proposed to be done by equipment rental. The City has a disposal area nearby (.5 to .75 miles) that will be available.

MATERIAL SOURCE:

Two commercial crushers and A.C. plants, located between Hermiston and Umatilla are the nearest, logical sources of surfacing materials. It is a 10 mile haul.

RIGHT-OF-WAY:

None will be required.

UTILITIES:

All underground facilities are located deep enough so that the work will not disturb them. Any manholes, water valves, etc. that need adjusting will be adjusted by the City.

SPECIFICATIONS:

Section 221- Roadwork, Hourly Rate Basis. Specify that a minimum of two dump trucks be employed in the excavation.

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

STANFIELD (S.W. COE AVE - S.W. PIGE AVE)

BARBARA ST. PREFIX 330-1430

ESTIMATE OF COST

	ITEM				UNIT	QUANT.	UNIT COST	AMOUNT
Dump truck, 10 cy, fully operated					hour	32	# 30.	# 960.
Front end loader, 1½ - 2 cy.								
	fully operated				hour	16	25.	400.
Watering					M-gal	25	8.	200.
Stone	base				Cy.	850	8.	6,800.
Class "C" A.C.					Ton	600	25.	15,000.
	(incl. A.C. cement)							
						Sub total	#	23,360.
					Engrg. & Cont. (20%)			4,672.
						TOTAL =	#	28,032.

Form E-363 (Revised)

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 330-1430 Highway BARBARA ST. Section STANFIELD (S.W. COE AVE.-S.W. PAGE AVE.)

Highway Class CITY ST. Date MARCH 8, 1977

Yes	No	N/A*		
✓			1.	Are the following being submitted?
✓				a. Detail Map (Hard Copy). Plan-profile
		✓		b. Small Scale Ownership Map.
		✓		c. Abandonment Map.
		✓		d. Vicinity Maps (PUC and Structures).
		✓		e. RR Encroachment Maps and Cross Sections.
		✓		f. Interchange Layout Sheets.
✓				g. Location Profile.
✓				h. Located Line Cross Sections.
		✓		i. Mass Diagram.
✓				j. Earthwork and Other Calculations to Support Estimate.
✓				k. Field Notes.
		✓		l. Coordinate Sheets.
		✓		m. Clearing and Grubbing Chart.
	✓			n. Report on Bench Mark Recoveries (Form E-369)
	✓			(1) Description of Bench Mark (Form E-185).
	✓			(2) Report on Condition of Bench Mark (Form E-186).
		✓		o. Photostats of Deeds and Legal Instruments covering Ownerships.
		✓		p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
		✓		q. Property Appraisal and justifications for alternate facilities.
	✓			r. Preliminary Soils and Material Report.
	✓			s. Statement of Source of Materials and Stockpile Site (Form E-368). Commercial proposed.
		✓		t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
		✓		u. Estimate for Movement of Utilities.
✓				v. Quantity Summary.
✓				w. Cost Estimate.
✓				x. Narrative Report of Survey.
		✓	2.	Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
		✓	3.	Have all required temporary easements been designated as to area, type and duration?
	✓		4.	Have you taken into consideration the mechanics and properties of the various types of soil encountered?
	✓		5.	Have samples of the surfacing materials been submitted for test by the Salem laboratory?
	✓		6.	Have you investigated drift conditions (snow and sand)?
	✓		7.	Are there slide conditions apparent?
✓			8.	Have you been over this project with a Soils representative?
		✓	9.	Have you been over this project with a R/W representative?
			10.	Has a typical section of the following been platted on the location profile?
✓				a. Roadbed Grading, with Surfacing.
		✓		b. Retaining Walls.
		✓		c. Slope Benching.
		✓		d. Hand Placed Slopes.
		✓		e. Rip Rap Work.
		✓		f. Irrigation Ditches.
		✓		g. Special Drainage Ditches.
		✓		h. Channel Changes.
		✓		i. Flumes.
		✓		j. Sidewalks, Curbs and Gutters.
		✓		k. Tunnel (Drainage).
	✓		11.	Is relocation of a scale site necessary?
	✓		12.	Does this project involve construction of a frontage road?
	✓		13.	Will there be unusual difficulty in handling traffic during construction?
	✓		14.	Have all important alignment points been referenced?
✓			15.	Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature J. B. Hazeldine
Locating Engineer

Address McMinnville

Form 81-736-3048X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET ..... OF ..... SHEETS

STANFIELD (S.W. 6th - S.W. First Ave.)

BARRACK ST. PREFIX 330-1430

SUMMARY OF SURFACING QUANTITIES

Due to the uneven surface of the existing street, the surfacing quantities were computed off the cross-sections, computation sheets attached.

Note that the A.C. computations show the finish grades of the A.C. to be .04 ft lower than those shown on the cross-sections & profile grade sheet. This is due to a change in the design depth of A.C. from 4" to 3½". The finish grades will be as shown on the plotted cross-sections & the grade sheet

Storm East —:

Vol. = 650.65 cy. × 1.3 (Compaction factor) = 845 cy.

Say 850

Asph Conc. —:

Vol. = $\frac{289.64 \text{ cy.} \times .27 \times 150}{2,000}$ = 587 tons

Say 600

OREGON STATE HIGHWAY DIVISION

CITY STREET

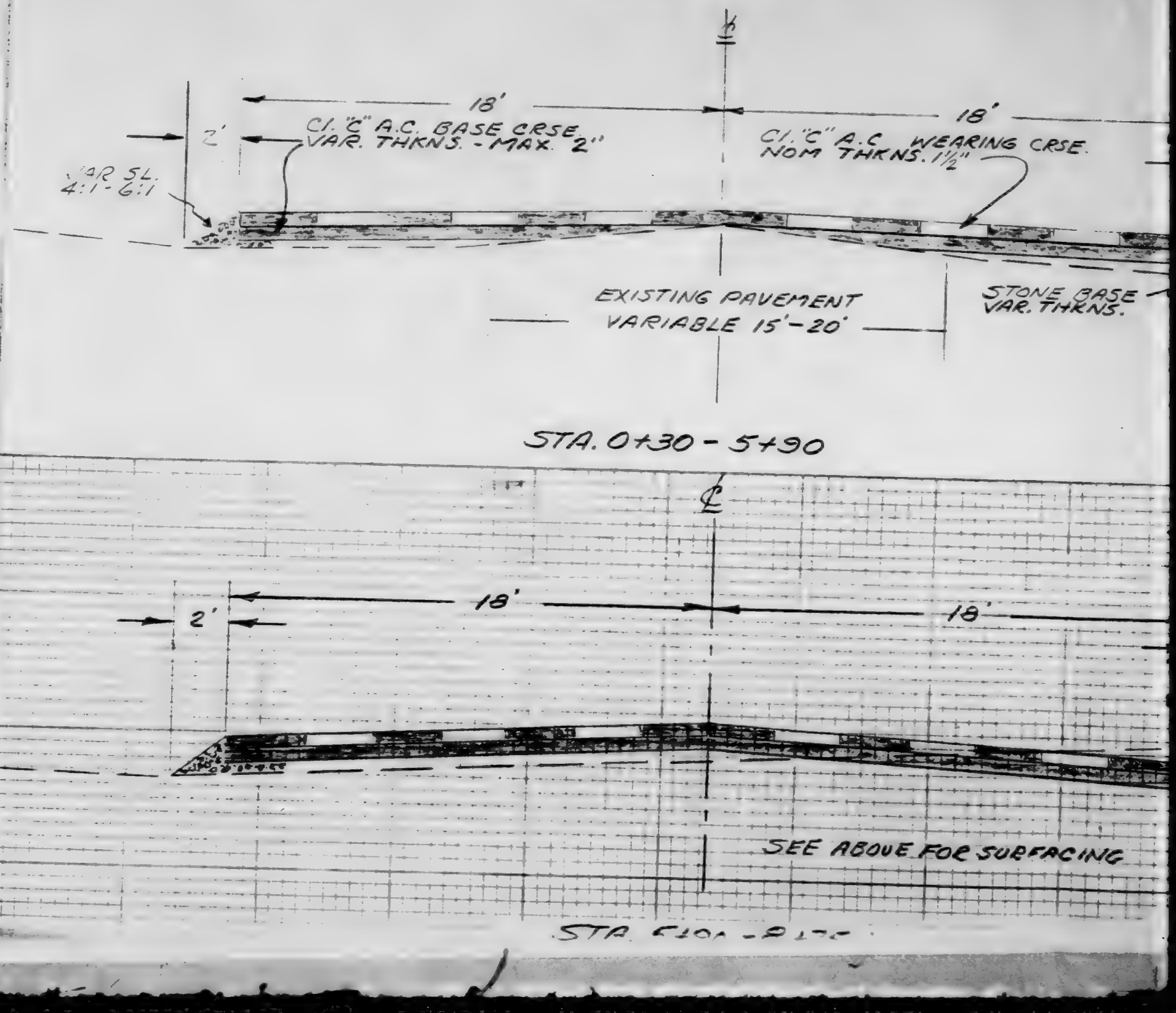
ALTAMONT ADDITION TO KLAMATH FALLS

KLAMATH COUNTY

BARRAB

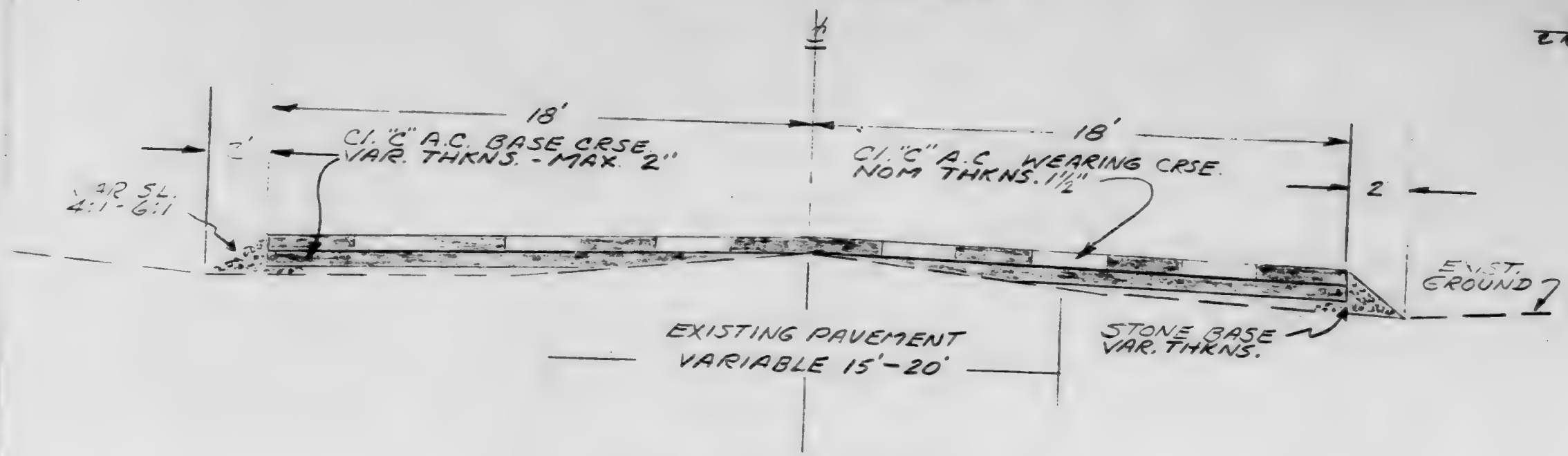
Ba

TYPICAL SECTIONS



Barbara St.

TYPICAL SECTIONS



STA. 0+30 - 5+90

STA. 5+90 - 9+75

Coe Ave.

Furnish Ave.

Barbara St.

℄ R/W

PROPOSED E.P. 2

18'

E.P.

Edge Pvt.

Edge Pvt. Sidewalk

Alley

Center Line

Edge Pvt.

Edge Pvt.

Edge Pvt.

Furnish Ave.

Taft Ave.

Taft Ave.

Page Ave.

END PROJEC
STA. 8+75

PROPOSED
E.P.

18'

18'

℄ R/W

℄ R/W

℄ R/W

℄ R/W

Edge of pavement

Edge of pavement

Edge of pavement

Edge of pavement

5" water

underground telephone line

underground telephone line

underground telephone line

8" sanit. sewer

8" sanit. sewer

Edge Alley

Edge Alley

Park Addition
5 units

Park Addition
5 units

Park Addition
3 units

NOTE: ANOTHER PROJEC
BE CONST. THE SU
OF 1977, INCLUDE
3 STREETS SHOWI
THEIR PLANS SHO
PAVING TO THIS PR
PROPOSED E.P.

Scale: 1" = 50'

8543

45

December 2, 1976

City of Stanfield
City Hall
Stanfield, OR 97875

Attention: James Dickason
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5845

Gentlemen:

Attached for your files is a fully executed copy of a Special City Allotment Agreement covering improvement of South Barbara Street (S.W. Coe Avenue to S. W. Page Avenue).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8543

Form E-30 (Rev. 9-71)

SCA-77
Stanfield

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ....Stanfield (SW Coe Ave.-SW Page Ave.).... Date ....November 24, ..., 1976

Highway ....S. Barbara Street.... Authorization No. 1

County ....Umatilla.... Survey Prefix 330-1430
(Assigned by Salem office)

Description of termini, route, length, etc.:

From S. W. Coe Avenue to S. W. Page Avenue, 0.15 mile ±.

RECEIVED
DEC 3 1976
COUNTY
CITY
UNIT

Purpose of survey:

To prepare plans, specification and estimate cost.

Estimate of cost:

Field	901	1,500	
Plans	905	500	
Soils	910	500	
Utility	914	200	
Specifications	921	200	SCA

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,900

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by: L C Lang
Federal Aid Engineer

Recommended for Approval: R D Dillon
Regional Engineer

Recommended for Approval: Frank E. Caspino
Location Engineer

Approved: E J Hunter
Assistant State Highway Engineer
Deputy

SP*23604-734

SCA 14MC.

8543

November 10, 1976

James B. Dickason
City Recorder
P.O. Box 368
Stanfield, OR 97875

Dear Mr. Dickason:

As per telephone conversation November 8, 1976 enclosed herewith are three copies of an agreement for work to be performed by State forces on the S. Barbara Street (S.W. Coe Avenue to S.W. Page Avenue) under the Special City Allotment funds. Previously sent were copies of an agreement for work to be performed by City. Have your Council consider both agreements and decide which would be preferable. Return all three copies of the agreement and resolution to this offic. After certification by the Highway Engineer, a fully executed copy will be returned for the City's records.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

FFH:dp

Attachments

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☒ UPE ☑ CE ☒ RE ☐ RPE ☐

8543

Mr. Clarence J. Gregg
Base Design Engineer

September 30, 1976

Robert H. Prange
Rural Engineer

1977 SCA Projects

The following listed projects for 1977 construction under the Special City Allotment Program were approved by the Transportation Commission on September 28, 1976.

The cities involved are Aurora, Cascade Locks, Central Point, Chiloquin, Columbia City, Hermiston, Jefferson, John Day, Myrtle Point, Redmond, Rockaway, Stanfield and Stayton. Base designs should be established for the projects as shown in red on the attached maps. Previous SCA projects, if any, in each city are shown in blue on the maps.

Copies of the base design should be forwarded to the Region Engineers involved and to this office.

FFH:dp

Attachment

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RPE ☐

8543

September 30, 1976

James B. Dickason
City Recorder
P.O. Box 368
Stanfield, OR 97875

Dear Mr. Dickason:

Your proposed project on S. Barbara Street (S.W. Coe Avenue to S.W. Page), was submitted and approved by the Transportation Commission for construction in 1977 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $41,260, with the State contributing $25,000.

Very truly yours,

D. N. Harwell
County-City Engineer

FFH:dp

☐ ENGR. ☐ ASST. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8543

4-70

April 12, 1976
1:00 p.m.

MEMO TO THE FILES

FROM: F. F. Hildebrandt
Specialist Engineer

RE: City of Stanfield

The request is on SW Barbara St. beginning at W. Coe Ave; who's surface is badly pot-holed and broken, there is a narrow center strip of asphalt. The street is curbed on the east from Coe Ave. to Furnish, from Furnish to W. Taft. The street is mostly curbed, but way below surface level, surfacing is in fairly good shape from Furnish to Page; street is again broken and narrow, and mostly curbed, curb is covered by grass and other debris. This is not a heavily traveled street, as it is mostly residential and parallel to the Stanfield Highway; which is one block west and most of the traffic uses the highway itself.

I stopped in the City Offices and discussed the SCA program with Mr. Jim Dickason, I explained the Grant Project and State Administered Program to him. He thought the City would prefer the Grant Project. The project on SW Barbara St. was picked by City vote, the people thought it was the one needing the most repairs. We discussed the rapid increase in population in the Stanfield area. Stanfield has annexed considerable more property, then what is shown on the map, because of the sudden increase. A $30 million Simplot business, for the processing of new potatoes, is being built, ground breaking cermonies are in the near future. There are several new trailer courts going up approximately 100 stalls, a lot of subdivision going on and the City is in dire need of help. The City has just issued a new water bond for the replacement and updating of the water system within the City. I would rate this project a 3.

FFH:dp

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

Date: April 12, 1976
City: Stanfield Reg: 5
Population: 1971: 891 1976: 1000
Street: South Barbara Street

No. of Previous Projects 4
Last Project 1970 (Year)
Total SCA Funds $ 69,138
Funds/Capita $ 69.14
Average/Capita $ 31.24

Project: City ✓ State

EXISTING
Surface Now in Place: A.C. ✓ Oil ____ Gravel ____ Concrete ____
Surface Width: 26 Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: 50 Ft. Right-of-Way Width: 80 Ft.
Remarks:

PROPOSED
Surfacing: A.C. ✓ Oil ____ Other ____
Pavement Width: 26 Ft. Shoulder Width: 12 Ft. C-C Width: 50 Ft.
BASE DESIGN: A.C: 3 in. Base: 9 in. Lime T.S.G.: ____
Length: 0.15 Mile, ____ Ft. Type Curb: ____ Walks ____ Ft.
Remarks:

8-18-76 SS ESTIMATE Prices Include 8% Mobilization

	Unit	Gross	Price	Amount
Temp. Prot. & Direct Traffic	All	100%	$	$ 1595
General Excavation	Cu. Yd.	1130	5.00	5650
Aggr. Base	Cu. Yd.			
1'-0 Aggr. Base 9" Deep	Sq. Yd.	3330	3.10	10,385
Cement Treated Subgrade	Cu. Yd.			
Cement in Treatment	Ton			
Class "C" in AC 3" Deep	Sq. Yd.	3330	4.60	15,410
Concrete Inlets	Each			
Concrete Curbs	Lin. Ft.			
Concrete Walks	Sq. Yd.			
Concrete Driveways	Sq. Yd.			
____ Inch Sewer Pipe	Lin. Ft.			
____ Inch Culvert Pipe	Lin. Ft.			
Adjust Manholes	Each	2	200.00	400
Adjust Inlets	Each +			
			TOTAL	$ 33,440
			Engineering and Contingencies (20%)	6690
			TOTAL	$ 40,130
			City's Estimated Share of Survey	$ 1130
			TOTAL ESTIMATED COST	$ 41,260

Stanfield South Dakota 1-12-76

4-21-76

Stanfield - S. Canova St.

C to C 38' x 0.15 Miles = 792

Grading -

$$\frac{1^{0} \times 792^{'} \times 38^{'}}{27} = 1115 \text{ Cu.yd.}$$

Surfacing - 9"

$$\frac{792^{'} \times 38^{'}}{9} = 3344 \text{ Sq.yd.}$$

AC. 3"

$$\frac{792 \times 38^{'}}{9} = 3344 \text{ Sq.yd.}$$

4-12-76

Stanfield W. Barbara Str.

West Coe Ave.

0°

16'

Curbed

SW Furnish Ave.

0.05

Omit

20'

Curbed Both Sides

SW Taft Ave.

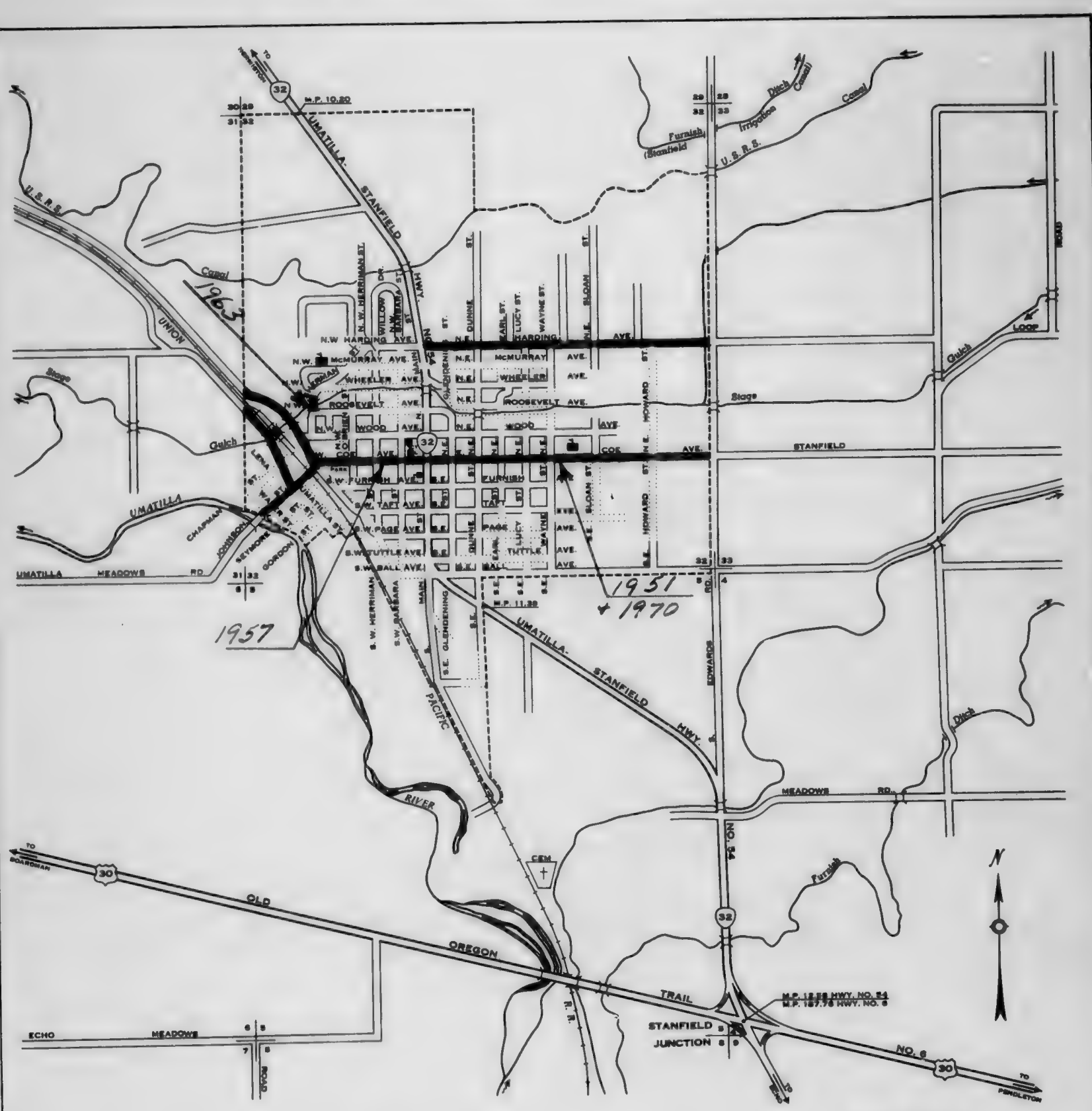
0.05

Omit

16'

SW Page Ave.

OMH



SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

STANFIELD

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 740

Scale in Feet

Revised March 1967

County Roads 2-3-16

8543

No. 14-76

RESOLUTION

1-27-76

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or, heavy and unusual traffic; and

WHEREAS, the City of Stanfield is an incorporated city of the State of Oregon and has a population of 1000 as given by the latest official census; and

WHEREAS, the following streets of said city, So. Barbara, W. Page So. Harriman , No. Harriman, W. Roosevelt, No. O'Brien, E. Page, E. Tuttle So. Earl(1 block) , So. Lucy(2blocks) , So. Wayne(3blocks) E. Wheeler, No. Dunne Willow Drive

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or, heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

RECEIVED
COUNTY & CITY SECTION
JAN 30 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

cc-50, 1959 Revision

4. That the City of Stanfield does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate James B. Dickason , City Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 27 day of January, 1976.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Stanfield at a regular or special meeting of said Council, held on the 27 day of Jan., 1976, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 28 day of Jan., 1976.

James B. Dickason
City Recorder

8545

SCA

PROJECT DATA. CITY OF Stanfield Date 1/27/76

To be financed by Special City Allotment Fund and necessary city funds.

Street name South Barbara Street
(Locate project on attached map.)

Project length 760 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 26 feet, width of shoulders: 12 feet

Curbed section; width curb to curb: ~~50~~ 38 feet

Remarks the length of street has curbing now in place , except a 200 feet length between West Coe Avenue and West Furnish.

Surface now in place: Oil ____ Paving broken paving Gravel ____

Present surface width: 26 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: Intersects on the North West Coe Avenue 100 feet all others 80 feet in width

Are intersecting streets curbed? Yes x No ____

Remarks all intersecting streets except West Page Avenue to the extreme southerly edge of proposed project.

CONCRETE CURBS:

Now in place? Yes x No ____ 400 feet

Width between present curbs: 50 feet

City to construct curbs? Yes ____ No x

To be constructed as part of project? Yes ____ No x

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No x

Explain: all curbs are now in place and at the location of the propose d project any additional curbing would not be necessary.

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SIDEWALKS

Are sidewalks now in place? Yes x No___ there is no sidewalk on the west side of street proposed between West Coe at the North and West Furnish to the South.

Present sidewalks, Length: 600 feet; Width: 5 feet

Distance between present sidewalks: 70 feet

Are sidewalks to be constructed as part of project? Yes___ No x

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No x

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes x No___; Width: _____feet

Remarks_____

STORM SEWERS -

Now in place? Yes___ No x

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes x No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 5-6 feet

Remarks Sewer lines are now in place the depth as indicated above.

WATER MAINS: (City to adjust if required.)

Now in place? Yes ___x___ No ____

If yes, how deep from present surface? 4 feet

Remarks at the present time all building has been constructed along th is street all lines are now in place

DRIVEWAYS:

To be constructed as part of project? Yes ____ No x

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? _____

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted? Yes ____ No x (If yes, please include copy of ordinance.)

Remarks _____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ____ No x

Electric poles? Yes ____ No x

Which company? _____
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ____ No x

Which company? _____

Railroad tracks? Yes ____ No x

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks _____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes x No ____

Clearing? Yes x No ____

Base rock? Yes ____ No ____

Concrete curbs? Yes ____ No ____

Driveways? Yes ____ No ____

Remarks The City will be contacting paving concerns within the area if accepted for this grant.

GENERAL INFORMATION:

Are city finances available? Yes ____ No x

When available? Date _____

Has city established grade on street? Yes ____ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: all backfill material can be disposed of at the present dumping location at the sewer plant.

General remarks: Due to the rapid increase in growth especially in this area of the City this proposed street has been heavilly hit by traffic resulting in an almost complete breakdown of surfaced area.

By Charles E Hupoll
Mayor

By James B. Dickerson
City Recorder or City Manager

By _____
City Engineer

RECEIVED
COUNTY & CITY SECTION
JAN 30 1976
ENGR. COUR. UE AE UE
UPE CE RE RPE

SIGNED ROUTES

INTERSTATE 6
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

STANFIELD

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 740

Scale in Feet

Revised March 1967

.8544 Youngs Bay Br. on the Warrenton-Astoria Hwy. (Pier fender replacement) 1977

5544

8

November 4, 1977

The Travelers Indemnity Company
401 Second Avenue, West
Seattle, Washington 98119

Gentlemen:

Contract No. 8544 awarded to General Construction Co., for pier fenders on the Youngs Bay Bridge in Clatsop County was completed on September 20, 1977, and accepted by the State Highway Engineer on November 2, 1977.

Final payment in the amount of $4,394.47 will be released to the contractor after November 9, 1977. The total contract amount is $79,521.85 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkn
CC:
General Construction Co.
2929 NW 31st
Portland, OR 97210

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

544

October 26, 1977

General Construction Company
Post Office Box 3845
Seattle, WA 98124

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8544 for work on Youngs Bay Bridge (Pier Fender Replacement) on the Warrenton-Astoria Highway in Clatsop County.

Careful consideration was given to the reason you submitted. In light of the available facts, a complete extension of six days is granted because of interference by log rafts moving through the project area.

Sincerely,

for H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
John Sheldrake
Chester Anderson
Robert Church
Richard Hacek

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 25, 1977

FILE: CON 5 #8544

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Youngs Bay Bridge
Pier Fender Replacement
Contract No. 8544
Request for Time Extension

General Construction Company requests an additional six days, which would be a complete time extension, because of interference by log rafts moving through the project area. When the 90 calendar days allowed for this project expired on September 14, 1977, the contract was considered 90 percent completed. It was then finished on September 20 with six days liquidated damages accrued at $75 per day.

A special provision cited by the contractor makes a straightforward statement that the contractor will be given "approximately 12 hours notice to remove any equipment or obstructions from the channel." The Resident Engineer explains that it was impossible to give the contractor an accurate 12 hours notice, as the specification would imply. We could determine the day on which a log raft would be moving, but could not determine the time of day ahead. The Resident cites there were 32 occasions during the life of the project when the contractor had to stop working and move his equipment from the channel. He then equates this to about four days accumulated time. This apparently makes no allowance for other impact of such intermittent work. I doubt that the real effect of these interruptions can be measured this accurately. A four-day extension would leave only two days remaining and I believe it would be better to dispose of the matter completely by granting all six days.

This was a State project. A rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: Robert Church

APPROVED
Acting STATE HIGHWAY ENGINEER
DATE: 10-26-77

RECEIVED
STATE HWY ENGR
OCT 26 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

K

E-585 (Rev.)—5M—8-64

RECEIVED
OCT 12 1977
GARELD INLOES
RESIDENT ENGINEER

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 28, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar from 90 days to 96 days, within which to complete our Contract No. 8544, without the assessment of liquidated damages. The said contract is described as follows: Pier fenders, Youngs Bay Bridge, Warrenton-Astoria Highway-Clatsop County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Much time was lost during the course of the job when our floating equipment had to leave the site of the work for the passage of log rafts for which notice was not given in accordance with Section 108.04-1 of the contract

Respectfully submitted,

GENERAL CONSTRUCTION COMPANY
Contractor

By William R. Gilpin
William R. Gilpin, Vice President

CONSENT OF SURETY

Date September 28, 1977

We, THE TRAVELERS INDEMNITY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Helen R. Newman
Attorney-in-fact
Helen R. Newman

(SEAL)

~~Resident Agent~~

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend six-day time extension of contract time due to work interruption by log rafts moving through the project area, with less advance notice than specified.

Recommended for Approval:

Recommend 4 days - see attached

Robert E. Rose
Division Engineer

W. L. Bond
for Construction Engineer or ~~Bridge Engineer~~

T. Kenney
acting State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

BP*6296-734

The contractor shall consider the following in preparing his work schedule:

1. The full width of the channel shall be available for movement of log rafts through the work area. The contractor will be given approximately 12 hours notice to remove any equipment or obstructions from the channel. Log rafts average approximately 30 per month through the construction site.

108.08 Contract Time for Completion of Work - The work to be done under the contract shall be completed before the elapse of (45) changed to 90 by a change letter, calendar days.

SECTION 109 - MEASUREMENT AND PAYMENT

109.13 Suspension and Deferment of Payments - Add the following to this subsection:

If the amount of the contract exceeds $10,000 and the contractor is a "foreign contractor" he shall, within 60 days after award of the contract, report to the Oregon Department of Revenue on forms to be provided by the Department of Revenue the total contract price, terms of payment, length of contract and such other information as the Department of Revenue may require. A copy of the report shall be forwarded to the engineer. No partial payments will be made under the contract after the elapse of 60 days after award of the contract unless the above requirements have been complied with; also no final payment will be made until these requirements are complied with. For the purposes of the above, a foreign contractor is one who is not domiciled in or registered to do business in the State of Oregon.

SECTION 110 - MOBILIZATION

Mobilization for the work under the contract shall be paid for in conformance with Section 110 of the Standard Specifications.

FORM 81-734-3039

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 104-4225

Salem, Oregon

October 13, 1977

Routing

FROM: C. Anderson
Resident Engineer

TO: F. Boyer
Acting Construction Engr.

Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
OCT 18 1977
CONSTRUCTION SECTION

Shirk
Glenn
Berg
Church
Gebauer
Widmer

SUBJECT: Lowest Bid for Items 1 [illegible] Under Dept. [illegible] Fencer

[illegible]

[illegible]

It was [illegible] the project [illegible] Contractor [illegible] Contractor [illegible] opening of the [illegible]. In order [illegible] be towed thru the bridge opening could not be given 12 hours in advance. Conversely the indication that 12 hours notice would be given for the contractor to remove his equipment should not have been put in the project special provisions.

The number of [illegible] the contractor having to move his equipment without [illegible] notice would probably be 4 days. There were [illegible] instances [illegible] project where [illegible] contractor [illegible] to stop work and move the equipment from the channel [illegible] raft be towed thru. About 1 hour [illegible] work was lost each time the contractor had to clear his equipment from the channel, or a total of 2½ hours, [illegible] about 4 days production work [illegible] the life of the project.

It should [illegible] that if we could have [illegible] the contractor ahead of time [illegible] we would [illegible] our bridge project from the channel, we could [illegible] these instances [illegible] not have lost [illegible] provide the [illegible], 4 additional [illegible].

8544.

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Youngs Bay Bridge		WEEK ENDING: Sept. 23, 77
		SECTION PREFIX: 104-4225
HIGHWAY: Warrenton - Astoria		COUNTY: Clatsop
NAME OF JOB: Youngs Bay Bridge	KIND OF WORK: Fender Repair	
CONTRACTOR: General Construction Co.	CONTRACT NUMBER: 8544	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 31, 77	DATE WORK STARTED: August 3, 77	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 96
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 107
PROJECT AUTHORIZATION: $ 100,123.38		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 91,378.98	ENGINEERING AUTHORIZATION $ 8,744.40	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 91,378.98	ENGINEERING COST TO DATE $ 7,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 87 %	DATE PROJECT WAS COMPLETED: 20 Sept. 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Cloudy	94		
MONDAY 19	Rain	95		
TUESDAY 20	Rain	96		Project essentially complete
WEDNESDAY 21	Cloudy	96		
THURSDAY 22	Cloudy	96		
FRIDAY 23	Rain	96		
SATURDAY 17	Showers	93		

Routing

Kessey K — Richards
Bond B — Glenn
Jackmond J — Berg
Hopkins H — Church
Johnsen J — Gebauer
Inloes — Widmer

RECEIVED
SEP 26 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 18	No work
MONDAY 19	Hanging guardrail and end shoes. Installing PVC and pulling elec. wire. Installed all navigational lights.
TUESDAY 20	Hanging guardrail and end shoes at lower elevations. Capped final dolphin Began cleaning up project, treatment of scars etc. Project essentially complete.
WEDNESDAY 21	Divers working on minor incidental guardrail work
THURSDAY 22	Divers completed all minor incidental guardrail work Elec. removed all salvage material.
FRIDAY 23	No work
SATURDAY 17	No work

REMARKS

Project completed, Tuesday Sept. 20, 1977.
Minor incidental work and clean-up completed, Thursday Sept. 22, 77

SIGNED John Read for Chet Anderson LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8544

FORM 81.724.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 19, 1977

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Acting Bridge Engineer

TO: Mr. D. H. Moehring
Maintenance Engineer

SUBJECT:
Youngs Bay and
Lewis and Clark Bridges
Fender Repairs

Here is a copy of the Coast Guard's January 17 letter concerning our proposal to replace the fender for the Old Youngs Bay Bridge and install steel rub rails at the New Youngs Bay Bridge and the Lewis and Clark River Bridge.

Work may proceed on the rub rail installation at your convenience.

We will prepare plans and specifications for fender replacement on the Old Youngs Bay Bridge in anticipation of a March 24 receipt of bids. The engineer in charge of the work should inform this office two weeks prior to commencement of work in order that we may notify the Coast Guard of the activity. This applies to all three bridges.

RWE:dh
Encl.
cc E. S. Hunter /w/ encl.
Jack Sollis /w/ encl.
John W. Sheldrake (Reg. 2) /w/ encl.
E. L. Everton /w/ encl.
L. L. Wallace /w/ encl.

RECEIVED
STATE HWY ENGR
JAN 19 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442 5864

16591
Serial 34
17 January 1977

Oregon State Highway Division
ATTN: R. W. Ellison
Acting Bridge Engineer
Highway Building
Salem, OR 97310

Re: Youngs Bay fender repairs

Gentlemen:

Your letter of 5 January 1977 concerning the proposals to repair and improve the fendering systems on the Youngs Bay bridges has been received.

Although the work will replace wood with steel this is considered replacement in kind which will be an improvement to the safety of log towing through the bridge as well as to the fender system. The work will not affect the approved navigation clearances and prior approval is not required.

Will you please advise in advance of the work on the individual bridges so the mariners transiting the bridges can be notified of the work and the duration.

Burlington Northern will be furnished a copy of your letter for coordination of the work they will accomplish on their fenderworks in Youngs Bay.

Your cooperation is making this much needed improvement is appreciated.

NOTED
R. W. ELLIS

Sincerely,

R. C. Walton

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

RECEIVED
JAN 18 1977
BRIDGE SECTION

8544

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

January 5, 1977

Olds Youngs Bay Bridge
Bridge No. 330, River Mile 2.4
New Youngs Bay Bridge
Bridge No. 8306, River Mile 0.7
Lewis and Clark River Bridge
Bridge No. 711, River Mile 1.0
Fender Rehabilitation

I am sorry for the long delay in answering your letter regarding the problem with the fenders at the subject bridges. Your suggestion that horizontal steel rub rails be installed has merit. We will install roadway guardrail as rub rail in a manner similar to the installation shown in the photos attached to your letter.

The problem at the Old Youngs Bay Bridge is magnified by the deteriorated condition of the fender system. It will be necessary to replace the fender prior to installation of the steel rub rails.

It is now our intention to let a contract for replacement of the fender system at the Old Youngs Bay Bridge in March or April. This contract will include installation of steel rub rails on the new fender.

The work of installing steel rub rails on the existing fender at the New Youngs Bay Bridge can be done by state forces and is anticipated to begin in February or March. We intend to install the rub rails only on the first 100 feet of the north end of this fender. This should

give the necessary guidance to navigation entering from the north. The railroad bridge fenders south of our bridge provide the necessary guidance and alignment for navigation approaching from that direction.

In addition, we plan to install horizontal rub rails on the existing fender at the Lewis and Clark River drawbridge (River Mile 1.0). This work will be done by state maintenance forces and should be started in February or March.

Your approval of the above described procedure is requested.

R. W. Ellison
Acting Bridge Engineer

cc E. S. Hunter
D. H. Moehring
Jack Sollis
John W. Sheldrake (Reg. 2)
E. L. Everton
L. L. Wallace

RECEIVED
STATE HWY ENGR
JAN 6 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8545 S. Umpqua R. (Gazley) Br. 1977
Sec. of Gazley Rd.
(structure)

C & A 5481 10-22-75

Copy of Consultant Agreement
to Glen Clark 4/27/76
Copy to Dr. H Jones 5/14/76

AD-177 - #4730
CC - 1640 - 10/6/76

78 9/6

Set up

Fed Funds - 249,100

8545

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
6-9-80	CC 2044	

CREDIT DISTRIBUTION
207 - 1981 - 297
207 - 1072 - 297

BILL TO: Code:

Douglas County Board of Commissioners
Courthouse
Roseburg, Oregon 97470
Attn: Mr. Kenneth Erickson, Dir. of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: S. Umpqua R. (Gazely) Bridge Section OS-1000(1) Contract No. 8545			
Funds for Project: Federal Construction Advance Deposit P.E.			$240,015.19 64,600.00 4,730.00 $309,345.19
Less Project Cost			308,560.46
REFUND DUE COUNTY			$ 784.73

(Please send copy of itemized statement with billing)

Advance Deposit Amount	$ 4,730.00 $ 64,600.00
Advance Deposit Previously Transferred to Highway Fund	$ 53,330.00
Balance	$ 16,000.00
Transfer to Highway Fund	$ 15,215.27
Refund Due	$ 784.73
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1640, CC 1740

Amount Due . . . . . $

Submitted by:
Harold Reynolds
Harold Reynolds

Approved:
D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 6-9-80

COUNTY Douglas **Contract No.** 8545 **Date Completed** 7-21-78

PROJECT # OFF SYSTEM **Section** S. Umpqua R. (Gazely) Bridge

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
P.E. Costs	Consultant	$ 18,420.66
	State	1,721.82
		$ 20,142.48
Construction	Payment to Contractor	$258,671.94
Engineering	Consultant	27,839.37
	State	4,803.32
Audit		203.35
Liquidated Damages		- 3,100.00
Total Construction Costs		$288,417.98
Total Project Cost		$308,560.46
Federal Funds Collected		$240,015.19
County's Share is as follows:		
Federal Funds		$240,015.19
County's Advance Deposit - Construction		64,600.00
County's Advance Deposit - P.E.		4,730.00
Less Project Costs		-308,560.46
REFUND DUE COUNTY		$ 784.73

Reference: Billing Form CC 2044

FORM 734-1745

No. 8545

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-9-80	CC 2044		207 - 1981 - 297 207 - 1072 - 297

BILL TO: Code:

Douglas County Board of Commissioners

Courthouse

Roseburg, Oregon 97470

Attn: Mr. Kenneth Erickson, Dir. of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: S. Umpqua R. (Gazely) Bridge Section OS-1000(1) Contract No. 8545			
Funds for Project: Federal			$240,015.19
Construction Advance Deposit			64,600.00
P.E.			4,730.00
			$309,345.19
Less Project Cost			308,560.46
REFUND DUE COUNTY			$ 784.73

(Please send copy of itemized statement with billing)

	$ 4,730.00
Advance Deposit Amount	$ 64,600.00
Advance Deposit Previously Transferred to Highway Fund	$ 53,330.00
Balance	$ 16,000.00
Transfer to Highway Fund	$ 15,215.27
Refund Due	$ 784.73

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC 1640, CC 1740

Amount Due . . . . . $

Submitted by:

Harold Reynolds
Harold Reynolds

Approved:

D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 6-9-80

COUNTY Douglas **Contract No.** 8545 **Date Completed** 7-21-78

PROJECT # OFF SYSTEM **Section** S. Umpqua R. (Gazely) Bridge

PAYMENTS TO CONTRACTOR

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		$ 20,142.48
Construction	Payment to Contractor	$258,671.94
Engineering	Consultant	27,839.37
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Less Project Costs	-308,560.46
REFUND DUE COUNTY	$ 784.73

Reference: Billing Form CC 2044

FORM 734-1745

8545

State

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-20		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
MODIFICATION NUMBER 1	5-3-79	Project Number OS-1000(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 11 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 317,780	$ 306,745
Federal funds	$ 248,471	$ 239,842
Other revisions		

This modification is made for the following reasons:

To reflect a reduction in Construction Engineering costs and release federal funds for use on Project No. SOS-2800(1).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of May , 19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By H S Coulter

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon April 10, 1979

Federal Aid Project
No. OS-1000(1)

South Umpqua River (Gazley) Bridge
County Road In Douglas County

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering (Same as estimate of July 1, 1977) $ 21,500.00

Type Code X081
Gazley Bridge Br. No. 16276 (Sta. 5+52 to Sta. 8+80)
Subtotal on previous estimate of July 1, 1977 $258,760.00
Engineering 26,485.00
Total $285,245.00

Length of Structure. . . . . 0.062 mile

SUMMARY OF FUNDS (78.19%)

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 21,500.00	$ 16,810.00	$ 4,690.00
Structure	285,245.00	223,032.00	62,213.00
Total	$306,745.00	$239,842.00	$66,903.00

Group 1 - 100%
Contract No. 8545
Prefix 210-1072

8545

STATE COPY 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-108	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-11-77	State Oregon County Douglas Project No. OS-1000(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approximately 1 mi. N. W. Canyonville

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-15-75	0.057
RIGHTS-OF-WAY		
CONSTRUCTION	12-15-75	0.057
OTHER *(Specify)*		

FUNDS Pro rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 317,780	$ 248,471

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Technical Services Engineer
(Title)

By H. J. Dewitte

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 1, 1977

Federal Aid Project
No. OS-1000(1)

South Umpqua River (Gazley) Bridge
Gazley County Road
Douglas County

Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 21,500.00
Type Code X081			
Gazley Bridge Br. No. (Sta. 5+52 to Sta. 8+80)			
Mobilization	All Required		$ 10,000.00
Bridge Removal Work	All Required		15,000.00
Shoring, Cribbing, Etc.	All Required		3,000.00
Structure Excavation	440 Cu. Yd.	10.00	4,400.00
Structure Excavation Below Elevation Shown	40 Cu. Yd.	20.00	800.00
Furnish Pile Driving Equipment	All Required		2,000.00
Furnish HP10x42 Steel Piling	180 Lin. Ft.	7.00	1,260.00
Drive Steel Piles	180 Lin. Ft.	2.00	360.00
Structural Concrete, Class 3300 (425 C.Y.)	All Required		59,000.00
Structural Concrete, Class 4500 (260 C.Y.)	All Required		39,000.00
80'/85' Bulb Tee Prestressed Beams	4 Only	5,000.00	20,000.00
120'/125' Bulb Tee Prestressed Beams	8 Only	7,000.00	56,000.00
Reinforcement (97,000 lbs.)	All Required		24,000.00
Two Tube Metal Railing	698 Lin. Ft.	30.00	20,940.00
Guard Rail in Stockpile	All Required		3,000.00
	Subtotal		$258,760.00
	Engineering		37,520.00
	Total		$296,280.00

Length of Structure - - - - - - 0.062 mile

SUMMARY OF FUNDS (78.19%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 21,500	$ 16,810	$ 4,690
Structure	296,280	231,661	64,619
Total	$317,780	$248,471	$ 69,309

Group 1 100%
Contract No. 8545
Prefix 210-1072

8545

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AI OR AUTHORIZATION

4-16-79

FEDERAL AID PROJECT NO.: OS-1000(1)

STATE ECT NO.: See below

COUNTY NAME: Douglas

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: OS-10

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
MAY 4 - '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-16-79	Non Federal-aid	County Road

GENERAL LOCATION:
South Umpqua River
(Gazley) Bridge Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 12, 1979, I approve the revised TEC of the subject project to $306,745 - Federal Funds $239,842.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-16-79	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 12, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Modification of Off-System and Safer Off-System Roads Projects

Listed below are actions on both Safer Roads and Safer Off-System Roads Projects which are required to release sufficient federal funds in Appn. Code 627 and 680 to cover the low bid received on Project No. SOS-2800(1).

I hereby request your simultaneous approval of the following actions on each of the listed Projects:

1) Modification of project agreement on Project No. OS-1000(1) which reflects a decrease in final construction engineering costs with a reduction of $8,629 in federal funds.

2) Revised project agreement estimate on Project No. SOS-1002(1) which reflects a decrease in federal fund obligation for construction of $7,045. An error in the previous project agreement estimate listed the construction obligation as $64,500 (the limiting amount should have been $57,455) which resulted in an over obligation of federal funds.

3) Modification of project agreement on Project No. SOS-1200(2) which reflects a reduction of $7,684 in federal funds for preliminary engineering as a result of the State furnishing free bridge design to the county.

4) Withdrawal of Project SOS-1800(3) as requested by Klamath County which will result in a release of $12,865 in federal funds as represented in the enclosed Modification of Project Agreement. Klamath County requested the cancellation of the preliminary engineering project when they became aware of no available funds for the construction.

5) Minor program change to Project No. SOS-2800(1) to joint finance the project utilizing Safer Roads (Appn. Code 627) to supplement (Appn. Code 680) funds. This change requires a revision in Project No. to read...SOS-OS-2800(1) with financing as follows:

Description	Appn. Code	Total Cost	Fed. Funds
P.E.	680	$ 9,000.00	$ 7,719.00
Roadway	680	229,521.00	181,235.00
Roadway	627	32,985.00	26,046.00
		$271,506.00	$215,000.00

The additional $53,640 in federal funds required for financing the above project consist of a carryover balance of Appn. Code 627 funds and the releases requested in items 1 through 4 above summarized as follows:

	Federal Funds		
Project	Appn. Code 627	Appn. Code 680	
OS-1000(1)	$8,629.00	$ ---	
SOS-1002(1)	---	7,045.00	
SOS-1200(2)	---	7,684.00	
SOS-1800(3)	---	12,865.00	
Unobligated	17,417.56	---	
	$26,046.56	$27,594.00	= $53,640.56

CL:dmc
Enc.
cc: H. Reynoldson
R. Hacek

PROPOSED FUND TRANSFERS
Finance Sherman County's SOS Project
China Hollow Creek Rd. - Powerline Section - Tom Curt Road

TRANSFER FROM					TRANSFER TO				
	Obligated	PE	Const.						
Construction Complete					China Hollow Rd. - Powerline Section Sherman Co.				SOS-2800(1) ~~SOS-10~~
① Gazely - Douglas Co		BRIDGE		OS-1000(1)					
	210-1952		210-1072			228-1958		228-1056	$ ~~53,640~~
	248,471	15,749	224,093	$ 8,629					$ 53,640
OS FUNDS Balance				$ 17,417					
OVER PROGRAMMED									
4-4-79 ① City of Sutherlin				SOS-1002(1)					
	310-1978			$ 7,045					
PE Funds Available									
① GRANT Co. - N.FK. John Day (Ritter) Br.				SOS-1200(2)					
	212-1915			$ ~~9000~~	(1684)				
② Klamath Co. - SPRAGUE R. (Godown Spr.) Br.				SOS-1800(3)					
	218-1947			$ ~~11,549~~	(12,865)				
				$ 53,640					

4-4-79 Bureau of Comp. Thru Curt: If not enough transfer here, then return to Sherman Co. Proceeding using funds on hand. Transfer should be complete & project awarded by April 1st

4/5/-

#8545

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

CON 5
X MAI 14-1

REGION 3 P.O. BOX 1128 ROSEBURG OR 97470 672-6658

November 15, 1978

G. L. Green
Division Administrator
Federal Highway Administration
Equitable Ctr., Suite 100
530 N. E. Center St.
Salem OR 97301

As a result of your letter to H. S. Coulter 10-31-78 and questions raised by your Bridge Engineer, H. A. Schell, investigations have been conducted on the Gazley Bridge in Douglas County.

I am forwarding a copy of our Region Bridge Inspector's reports on rebar location and deck deflections.

I have studied the reports and find the results indicate the deck is constructed within normal tolerances. The deflection test indicates a sound deck of acceptable structural performance. I see nothing in these reports to indicate that there is any problems with the construction or design of the deck on the Gazley Bridge constructed on Contract No. 8545 for Douglas County.

JAMES J. GIX
Regional Construction Engineer

jjg/cw
Attach.

cc H. S. Coulter ✓

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
NOV 21 '78
REFER TO
FOR
Info | Invest | R.D | D.R | Sign | Act | File

Form 81-734-3122

8545

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: October 31, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project SOS 1000(1)
South Umpqua River (Gazley)
Bridge Contract 8545
Douglas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter
State Highway Engineer
Oregon Department of Transportation

Some deck construction difficulties have been brought to our attention on the above structure. Because of the national concern with bridge decks, we request that you run Pacometer readings over portions of the deck and perform what tests you feel necessary to confirm the deck design and construction and inform us of the results.

For G. L. Green

cc:
Keasey (ODOT)
Shirley (Reg. 3)

RECEIVED
STATE HWY ENGR
NOV 1 '78
REFER TO
orig to Shirley
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8545

September 20, 1978

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 8545 awarded to Barnhardt & Platt, Inc., for the South Umpqua River (Gazley) Bridge on Gazley Road in Douglas County was completed on July 21, 1978, and accepted by the State Highway Engineer on September 18, 1978.

Final payment in the amount of $2,500 will be released to the contractor after September 25, 1978. The total contract amount is $255,554.44 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Barnhardt & Platt, Inc.
7071 Ganon
Salem, OR 97301

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

554.5

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

September 18, 1978

FROM: C. T. Keasey for R. D. Church
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: H. S. Coulter
State Highway Engineer

Contract 8545, Work Completed July 21, 1978

Project S. Umpqua River (Gazley) Bridge

Highway Gazley Road

County Douglas

Type of Work Structure

Contractor Barnhart & Platt, Inc.

Recommended Acceptance Date September 18, 1978

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

RECEIVED
1 0 1978

RECEIVED
STATE HWY ENGR
SEP 18 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED
STATE HIGHWAY ENGINEER
Date 9/18/78

9-20-78

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
S UMPQUA RIV BR OF GAZLEY RD CONT NO 8545 FA PROJ NOS OS 100001 100						00	STATE	
	210 1072	201	00 P 1			257,254.44	77	78
	210 1072	201	00 N 1			1,400.00	78	78
	210 1072	203	00 P 1			3,100.00CR	78	78
	210 1072	204	00 N 1			2,500.00CR	77	78
	210 1072	296	00 N 9	235.22CR	235.22CR	252,008.80CR	77	78
	210 1072	297	00 N 9			49,600.00	77	77
	210 1072	298	00 N 9	235.22	235.22	202,408.80	77	78
	210 1072	900	00 P 1			4,713.44	77	78
	210 1072	900	00 N 1			168.24	77	78
		TOT	P1			258,867.88		
		TOT	N1			931.76CR		
		** JOB TOTALS **		**	**	257,936.12 **		
SPRR XING @ RIDDLE BYPASS CONT NO FA PROJ NOS RR0000S018 100						00	STATE	
	210 1076	205	01 N 1			2,367.44CR	78	78
	210 1076	260	02 P 1			1,693.82	78	78
	210 1076	270	01 P 1			23,674.40	78	78
	210 1076	296	00 N 9	71.34CR	71.34CR	26,051.99CR	78	78
	210 1076	298	00 N 9	71.34	71.34	26,051.99	78	78
	210 1076	900	00 P 1			3,436.74	78	78
	210 1076	900	00 N 1			43.30	78	78
	210 1076	915	00 P 1			55.64	78	78
	210 1076	950	00 P 1			86.05	78	78
		TOT	P1			28,946.65		
		TOT	N1			2,324.14CR		
		** JOB TOTALS **		**	**	26,622.51 **		
GRANT CO PAVEMENT MARKING CONT NO FA PROJ NOS PMS 005029 100						00	STATE	
	212 1045	270	02 P 1			192.50	77	77
	212 1045	278	01 P 1			2,292.56	76	77
	212 1045	278	02 P 1			1,458.68	76	78
	212 1045	296	00 N 9	.34CR	.34CR	3,943.74CR	76	78
	212 1045	298	00 N 9	.34	.34	3,943.74	76	78
		TOT	P1			3,943.74		
		** JOB TOTALS **		**	**	3,943.74 **		
OXBOW SECTION CONT NO 8760 FA PROJ NOS OS 200001 100							STATE	
	212 1052	900	00 P 1	177.04	177.04	166.96	78	78
	212 1052	900	00 N 1	20.56	20.56	20.56	78	78
	212 1052	920	00 P 1	12.49	12.49	12.49	78	78
		TOT	P1	189.53	189.53	179.45		
		TOT	N1	20.56	20.56	20.56		
		** JOB TOTALS **		210.09 **	210.09 **	200.01 **		

SCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
FERGUSON RD-TEKAMPE RD	CONT NO	FA PROJ NOS OS 900001 100				00 STATE
209 1980	296	00	N 9	986.06CR	986.06CR	986.06CR
209 1980	298	00	N 9	986.06	986.06	986.06
209 1980	901	00	P 1			245.16
209 1980	905	00	P 1			63.36
209 1980	906	00	P 1	337.73	337.73	337.73
209 1980	918	00	P 1			63.80
209 1980	923	00	P 1	137.54	137.54	1,026.17
	TOT	P1		475.27	475.27	1,736.22
	** JOB TOTALS **			475.27 **	475.27 **	1,736.22 **
SOLAR & STELLAR DR IMPRVT	CONT NO	FA PROJ NOS SOS 900002 100				00 STATE
209 1982	296	00	N 9			1,070.00CR
209 1982	297	00	N 9			1,070.00
209 1982	901	00	P 1			1,900.73
209 1982	905	00	P 1	853.30	853.30	954.50
209 1982	910	00	P 1			6.47
	TOT	P1		853.30	853.30	2,861.70
	** JOB TOTALS **			853.30 **	853.30 **	2,861.70 **
GAZLEY BR GAZLEY COUNTY RD	CONT NO	* FA PROJ NOS OS 000001 100				00 STATE
210 1952	296	00	N 9			19,479.41CR
210 1952	297	00	N 9			3,730.00
210 1952	298	00	N 9			15,749.41
210 1952	904	00	P 1			18,420.66
210 1952	905	00	P 1			69.44
210 1952	906	00	P 1			1,076.11
210 1952	920	00	P 1			26.00
210 1952	921	00	P 1			501.99
210 1952	923	00	P 1			48.28
	TOT	P1				20,142.48
	** JOB TOTALS **			**	**	20,142.48 **
SPRR XING @ RIDDLE BY-PASS RD	CONT NO	FA PROJ NOS RR0000S018 100				00 STATE
210 1971	296	00	N 9	77.83CR	77.83CR	129.23CR
210 1971	298	00	N 9	77.83	77.83	129.23
210 1971	901	00	P 1			86.48
210 1971	905	00	P 1			57.11
	TOT	P1				143.59
	** JOB TOTALS **			**	**	143.59 **
COUNTY-WIDE RD SYSTEM	CONT NO	* FA PROJ NOS HHS 00S024 100				00 STATE
212 1902	296	00	N 9			450.00CR
212 1902	298	00	N 9			450.00

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Gazley Bridge

Highway Gazely Road

County Douglas

Date April 18, 1978, 19

Authorization No. 2

Survey Prefix 210-1952 (Assigned by Salem office)

Description of termini, route, length, etc.:

Purpose of survey: review plans & spec's prepared by a consulting engr'ng firm for bridge replacement

Estimate of cost:

Consultant	904	18,450
Final Design	905	100
Structural Design	906	1,100
Proj. Mgt.	920	50
Specifications	921	500
Environmental	923	50

OS-1000(1) 12/15/75

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 20,250
Previous authorization	2,800
Additional authorization requested	17,450
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Spec. — Field Engineer

Recommended for Approval:

..... Regional Engineer

Recommended for Approval:

/s/ Edward E. Ferguson — Location Engineer

Approved:

E J Hunter — Assistant State Highway Engineer

Tech. Serv. Mgr. **********

SP*23604-734

8545

8

April 11, 1978

Barnhardt & Platt, Inc.
Post Office Box 27
Salem, OR 97308

Gentlemen:

Time Extension Request, Contract No. 8545
South Umpqua River (Gazley) Bridge

Your request for an increase in calendar days in which to complete this project has been carefully reviewed and, in light of the facts presented, an extension of six calendar days is hereby granted. This extension is based on delays occasioned by an engineering error at Pier No. 2 and extra work on the south abutment footing. No time was granted for rescheduling equipment since this did not delay the project, and no time was granted for unseasonable weather.

Please contact the Resident Engineer or the Region Engineer if you have further questions in this matter.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Al Vohland
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 6, 1978

FILE: CON 5 #8545

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
South Umpqua River (Gazley) Bridge
Contract No. 8545

The contractor on the subject project, Barnhardt & Platt, Inc., has requested a time extension of 30 calendar days to eliminate all liquidated damages. This is an Off-System project engineered by Oregon Bridge Engineering Corporation (OBEC).

The pertinent contract dates are as follows:

Contract awarded	June 13, 1977
Start calendar day count	June 24, 1977
Work started	July 19, 1977
Calendar days specified	180
Calendar days used	210

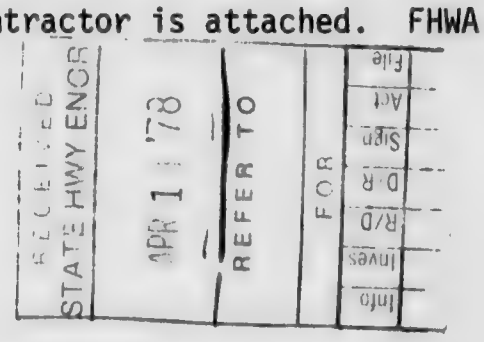
The contractor claims a loss of one week due to engineering error, three weeks due to resultant delay in rescheduling erection equipment and one week due to unseasonable weather.

OBEC recommends granting three days for correcting forms due to a pier layout error; no extension for rescheduling equipment since the prestressed beams were not available for erection until the day that erection started; one day for extra work on a footing; and four days for unseasonable weather. This amounts to eight days and adjusted to the normal contractor's workweek (allowing one weekend) results in a recommended 10-day extension.

We agree with the recommendation of OBEC except for the four days for unseasonable weather. This "unseasonable" weather was a snow storm which occurred on Sunday, November 20, 1977 and prevented the contractor from safely working on the bridge the following Monday through Thursday. I believe that a snow storm at this time of year is within the area of "reasonably predictable weather conditions" as stated in Section 108.09 of the Standard Specifications.

It is therefore recommended that an extension of six days (4 x 7/5) be granted.

A rough draft response to the contractor is attached. FHWA approval is not required.



OBJ:fr
Att.
cc: Alfred Shirley
Al Vohland
OBEC (Quiner)
Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8545 Contractor Barnhardt & Platt, Inc.

Highway Gazley Road

Section S. Umpqua River (Gazley) Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Grant six days due to engineering error and extra work.

Recommended for Approval:

Regional Engineer

O. B. Jackmond
For Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	8545
Project designation	OS-1000(1) State-Federal
Date awarded	June 13, 1977
Work started	July 19, 1977
Per cent completed	99 Date
No. of Workdays Allowed	180
No. of Workdays Used	210
No. of Added Workdays Requested	30

SP**01865-734

B-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 12-28, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 210 days, within which to complete our Contract No. 8545, without the assessment of liquidated damages. The said contract is described as follows:

Gazley Bridge

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Sept.17 - Oct.17,1977
Engineers error in location of pier 2, causing a loss of one week to re-form, and three weeks delay in re-scheduling erection equipment for beams.

Nov.18 - 25, 1977
One week lost due to unseasonable snow and cold, and a shortage of cement.

Respectfully submitted,

Barnhardt & Platt, Inc.
Contractor

By Samuel C. Platt

CONSENT OF SURETY

Date January 6, 1978

We, United Pacific Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

K. C. Kraig
Attorney-in-fact

(SEAL)

Fred. S. James & Co. of Oregon
Resident Agent

8545

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: South Umpqua River (Gazley) Bridge		WEEK ENDING: January 28, 1978
		SECTION PREFIX: 210-1072
HIGHWAY: Gazley Road		COUNTY: Douglas
NAME OF JOB: So. Umpqua River (Gazley) Bridge	KIND OF WORK: Bridge Construction	
CONTRACTOR: Barnhardt & Platt Inc.	CONTRACT NUMBER: 8545	FEDERAL AID PROJECT NUMBER: OS-1000(1)
DATE OF CONTRACT: June 13, 1977	DATE WORK STARTED: July 19, 1977	ESTIMATED COMPLETION DATE: See Remarks
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 217
PROJECT AUTHORIZATION: $293,692.60	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 120.6%
EXCLUSIVE OF ENGINEERING: $270,404.20	ENGINEERING AUTHORIZATION $23,288.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.8%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $258,760.00	Estimated ENGINEERING COST TO DATE 23,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.0%
ESTIMATED PERCENT: OVERRUN UNDERRUN (0) %	PERCENT OF AUTHORIZATION 101.3%	DATE PROJECT WAS COMPLETED: See Remarks

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

Pickup, job trailer, 580 B Case backhoe, 150 cfm I-R compressor, pavement breaker, portable generator, hand tools, an d power saw.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16276							
PERCENT	99.8%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Showers	1		
MONDAY 23	Foggy to Fair	1		
TUESDAY 24	Mostly Fair	1		
WEDNESDAY 25	Showers	1		
THURSDAY 26	Cloudy	1		
FRIDAY	See Remarks			
SATURDAY	See Remarks			

Cal

Routing: Keasey, Bond, Jackmond, Hopkins, Johnsen, Inloes, Richards, Glenn, Berg, Church, Gebauer, Widmer

RECEIVED
FEB 1 1978
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	No Activity
MONDAY 23	Dressed up the North and South Abutments fill slopes. Chipping concrete from behind the beams at the South Abutment. Cutting up wood from clearing operations. Completed cleaning up the form material.
TUESDAY 24	Chipped concrete from between the beams at Pier #1. Finishing some bad areas on the face of the curbs. Removed the gates from the ends of the project. Changing the end pieces of the type two rail connected to the aluminum rail. Completed cutting up the wood from the clearing operations.
WEDNESDAY 25	Cleaning the two tube rail and readjusting some splice joints. Grinding and finishing some rough areas on the curb faces. Picking up debris and steel from the job site and dressing up the South fill slope by hand.
THURSDAY 26	Completed the concrete chipping and repair work. The "Final Inspection" of the job site was held today and all was found acceptable. Present were: George Grubb, Douglas County Director of Public Works Paul Makinson, Douglas County Commissioner Al Vohland, OSHD Resident Engineer Denny Holm, Superintendent for Barnhardt & Platt, Inc. John Quiner II, OBEC Chief Resident Engineer
FRIDAY	Note: This is the last Weekly Report until the contractor moves back to finish the Piers in the Summer.
SATURDAY	

REMARKS

Status: Job complete except for some finish work on the part of the piers that are currently under water.

Note: The bridge was opened to traffic by the general public on Saturday, January 21, 1978, but not officially open to traffic by Douglas County until Wednesday, January 25, 1978.

Note: John Quiner II, OBEC Chief Resident Engineer, issued the contractor a verbal shut-down order on January 26, 1978 due to the elevation of the water and the lower sections of the piers cannot be finished at this time. He will write a letter to this effect later.

SIGNED Gary R. Williams LOCATION OBEC Springfield, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

05-1000(1)
Douglas

January 12, 1978

Bill Vian, Commissioner
Board of County Commissioners
of Douglas County
Douglas County Courthouse
Roseburg, OR 97470

Dear Mr. Vian:

I have been requested to respond to your letter of December 16, 1977 to Mr. Bob Ellison.

We, too, are troubled by the series of events arising from the field engineering and inspection of the Gazley Bridge Project. My knowledge of the situation indicates that better communication between all parties involved with the construction of the project may have prevented the entire unpleasant episode.

I have discussed this matter with Mr. Jim Gix, Region Construction Engineer, and am advised that he has arranged a personal meeting with you for early next week to discuss all of the issues of concern and to establish procedures to prevent a reoccurrence.

I appreciate your timely notice of concern and trust that you and Mr. Gix can resolve this matter to our mutual satisfaction.

Sincerely,

C. T. Keasey
Construction Engineer

By

George N. Hopkins
Construction Field Engineer

GNH:mk

bc: H. S. Coulter
Bob Ellison
Jim Gix

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☒ OPE ☐
JAN 16 1978
File: PM FA
LG OP
TAA

PROJECT MANAGEMENT OFFICE MEMO

Date 12-8-77

Off-~~System~~ Subject Brazley Br (Oregon Br Engineering) File No. Forest Service Rd 100 ADT±

Received (call) (~~visit~~) from Glenn Clark

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Bryan Res Engr didn't think steel proper re tieing (Valley?) Bob Palmateer said OK & they poured

Do we certify? Do we have obligation?

He was to visit w/ Ken & Krasny & get back to this office

Signature H Kinnet

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) (6)
Circulate: PME LGE OPE FAE CCE OM Other

8545

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO. SP-12043

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119

REGIONAL HEADQUARTERS: 1001 WHIPPLE ROAD, HAYWARD, CALIFORNIA 94544, TELEPHONE (415) 489-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE AUGUST 12, 1977

TO; STATE OF OREGON HWY. DEPT.
STATE HWY. BLDG.

SALEM, OREGON

#8545

Dear Sir;

It is with a great deal of pleasure that we have commenced delivery of materials to your property which is described as;

In the County of _____ State of Oregon, and on the order of Contractor BARNHARDT & PLATT INC. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered on the work signed on the 25th day of JULY, 19 77 and a lien may be claimed for all such materials or supplies delivered on or after that date.

The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, even the person giving the notice is, [illegible] and not liable to him for subsequent deliveries.

This notice is sent if you do not [illegible] the materials and supplies are to be used in compliance with the laws of the State of Oregon as found in ORS 87.010.

Please do not hesitate to call on us if there is anything more we may render you. If we do not understand, as it is not to be of the [illegible] assistance to you.

Aileen Roberts

AR/vc

Regarding the

SOUTH UMPQUA RIVER

Dick

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon
July 28, 1977

JE Christopherson

FROM: JOHN E. CHRISTOPHERSON
Regional Office Engineer

SUBJECT: Gazley Bridge
Safer Off-System Program
Project No. OS-1000(1)

NOTED R.D. TRAGSTAD

TO: L. E. GEORGE
Traffic Engineer
SALEM

RECEIVED
AUG 1 1977
TRAFFIC ENGINEERING

Enclosed are copies of billings from Oregon Bridge Engineering for the preliminary engineering for the Gazley Bridge Off-System Program, Project No. OS-1000(1).

This billing has been reviewed and approved by the Douglas County Director of Public Works, State Highway Monitoring Engineer and Region Construction Engineer.

Please process this billing for payment at ~~88%~~ of $18,420.66 ← pay this ~~or $14,368.11.~~

Please Note! — We have rec'd $4730 Advance deposit for PE for this project

JEC/dd
Encl.

To Haeck 8/8/77

NOTED L.E. GEORGE

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 2 1977

TAA Bryan Allen File: PM FA LG OP

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*6766A-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Douglas County
Board of Commissioners
Courthouse
Roseburg, Oregon 97470

Attention of Mr. George Grubb
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC1740

Date 7/28/77

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements; letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit - Construction $64,600.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the S. Umpqua Rive (Gazely) Bridge Section OFF SYSTEM Project. Covered by agreement #5484	49,600.00	
		To be retained		15,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 64,600.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 210-1072-297

Submitted by: Harold Reynolds
Harold Reynolds

Approved:

Regional Engineer

Approved: Gerald Wimer

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

S Moehring

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

CON 5

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Mr. George Grubb
Director of Public Works
Douglas County
Courthouse
Roseburg, OR 97470

July 18, 1977

PE Prefix 210-1952
Agreement # 5484
Project # OS-1000(1)

Dear Mr. Grubb:

This will acknowledge your letter of July 12, 1977, transmitting OBEC's billing for the preliminary engineering for the Gazley Bridge Safer Off-System Program Project No. OS-1000(1).

By a copy of this letter, the billing is being sent to Mr. Curt Duval's office for review and approval and return to the Region Office for further processing.

Really do not need

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc D.H. Moehring
Curt Duval w/enclosure

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JUL 20 1977
TAA _____ File: PM FA LG OP

DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS
GEORGE E. GRUBB, DIRECTOR
ROOM 219--COURTHOUSE
ROSEBURG, OREGON 97470
(503) 672-3311, EXT. 219

W.C. "BILL" BOWNE
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
EXT. 260

JAMES F. GOSSON, ASST. DIRECTOR
ENGINEERING
JUSTICE BUILDING, ROOM 103
EXT. 260

H. NILE HOOVER, ASST., DIRECTOR
HIGHWAY MAINT. & CONST.
2586 N. E. DIAMOND LAKE BLVD.
(503) 672-3391

July 12, 1977

Mr. Glenn Clark
Regional Federal Aid Engineer
Oregon State Highway Department
Roseburg, Oregon 97470

Dear Sir:

Enclosed are copies of Billings from Oregon Bridge Engineering Company in the amount of $18,420.66 for the design of and foundation investigation for the Gazley Bridge. You will note that the agreement called for a design fee of $16,900.00 plus the actual cost of the foundation work, which was $1,520.66.

Please process this request for reimbursement in the amount of ~~78%~~ of $18,420.66, ~~or $14,368.11.~~

Very truly,

George E. Grubb

GEORGE E. GRUBB
Director of Public Works

GEG/vb

4 Encl

Federal — $ 14,368.11
County — 4,052.54
$18,420.65

all -- because we rec'd an advance deposit of $4730.00

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

April 30, 1977

INVOICE

Mr. George E. Grubb
Director of Public Works
Room 219, Courthouse
Roseburg, Oregon 97470

c Works 22415
AMOUNT
$9,962.07

RTH, COUNTY CLERK

OTIABLE

For professional services:

inal billing for Design
ngineering on Gazley Bridge. $2,900.00

5/27/77
Gazley Road #35

~~02-72-72-1008~~
02-65-72-1811 | 350-25-0035-0025

George E. Grubb

Invoice 3358

Job #8-34

OREGON STATE
IGHWAY DIVISION

IGHWAY DIVISION
INVOICE

NO. 120726

	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10/22/76	CA 2725		7863-594-632

ODE: ØRBRIGE

Oregon Bridge Engineering Co.
P.O. Box 72
Springfield, Ore. 97477

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
OSHD services for test borings at the Gazley Bridge site per request by L.F. Pierce, Chief Design Engineer dated Feb. 25, 1976.			
Salaries & Wages		1,012.95	
Per Diem		158.25	
Equipment Rental		216.00	
Drill Materials		127.50	
Telephone & TElegraph		2.36	
Printing & Duplication		3.60	
Amount Due			$ 1,520.66

Gazley Bridge

02-65-72-1811 | 250-65-0035-0025

Bridge #35-0.25

...UNT
...OREN OF DOUGLAS COUNTY, STATE OF OREGON
ROSEBURG, OREGON
1,520.66

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers

P. O. Box 72

Springfield, Oregon 97477

June 30, 1976

INVOICE

Mr. George E. Grubb
Director of Public Works
Douglas County Courthouse
Roseburg, Oregon 97470

For professional services:

Partial billing for Design Engineering on Gazley Bridge. $5,000.00

O.K.
George E Grubb

02-65-72-1811 | 205-65-0035-0025-000

RD 35

RECEIVED
JUL 2 1976
DOUGLAS COUNTY ROAD DEPT.

Invoice #3037

Job #8-34

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

May 28, 1976

INVOICE

Mr. George Grubb
Director of Public Works
Douglas County Courthouse
Roseburg, Oregon 97470

For professional services:

Partial Billing for Design
Engineering on Gazley Bridge. $9,000.00

02-65-72-1811
Rd 35 205-[illegible]
-67 25 0.21

George C Grubb
James R. Lucas

205-65-[illegible]5-0025-000

Invoice #3001

Job 18-34

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

CON 5

Mr. George Grubb
Director of Public Works
Douglas County
Courthouse
Roseburg, OR 97470

June 13, 1977

Dear Mr. Grubb:

This will acknowledge receipt of Douglas County Warrant No. 22478 dated 5/31/77 in the amount of $64,600 as the advance deposit for your Off-System Program South Umpqua River (Gazley) Bridge Section Project No. OS-1000(1) near Canyonville.

The receipt of this check was telephoned to the Program Management Section this date. The contract will therefore be awarded today (6/13/77).

By a copy of this letter, I am sending the check to V.E. Skoog for processing.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc Program Management
V.E. Skoog w/enclosure
Jack McCormick
Curt Duval

PROJECT MANAGEMENT
JUN 15 77
REFER TO: Susan Prange
FOR
Info | Investigate | R/D | Action | File | Letter | See me

OFF SYSTEM

May 31, 1977

Douglas County
Board of Commissioners
Courthouse
Roseburg, Oregon 97470

Attn: Mr. George Grubb
Division of Public Works

Gentlemen:

On May 26, 1977 a satisfactory bid was received from Barnhard and Platt Inc., P.O. Box 27, Salem, Oregon 97308 for the S. Umpqua River (Gazely) Bridge Section. This is an Off System Project.

The anticipated construction cost based on their bid is as follows:

Bid Items	$ 258,760.00
4½% Contingencies	11,644.20
9% Engineering	23,288.40
ESTIMATED TOTAL COST	$ 293,692.60

CC 1740
CC 1040
PE

County's Advance Deposit:

22% of $293,692.60 = $64,612.37 or say $64,600.00

Please make your check in the amount of $64,600.00 payable to the Oregon State Highway Division and send it to Mr. Glen Clark, Region 3 Federal Aid Engineer, P.O. Box 1128, Roseburg, Oregon prior to June 20, 1977.

Very truly yours,

Robert H. Prange
Local Program Manager

HR:dmc

bc w/att: Glen Clark - Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-289 and submit to Finance Branch.

NOTED

8545

Douglas

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/5/77
Donald L. Rust

5-26-77 Bid Letting _____ All Clear Deadline

SECTION Hanley Bridge
Highway County Road
County Douglas Region
Type of Work Str Funds 05
State __ Consultant ✓ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS						
Negative Declaration						
Project Assessment		X			X	Natural resources conflicts will be controlled by Permits
Write-off Letter						
PERMITS:						
Division of State Lands		X	X	X	X	
D.O.G.M.I.	X					
Corps of Engineers		X	X	X		
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3059
378-3805

Permit No. 2387
Permit Type Removal/Fill
Waterway S. Umpqua River
County Douglas
Expiration Date 4-29-78

S. Umpqua (Gazley) Bridge
Douglas County

DOUGLAS COUNTY ROAD DEPARTMENT

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.660 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT "A" AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment "A".

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

William S. Cox, Director
Oregon Division of State Lands

Eugene R. Schmitt
Authorized Signature

April 29, 1977
Date issued

ATTACHMENT "A"

Special Conditions for Material Removal/Fill Permit No. 2387

1. This permit authorizes the removal of up to 75 cubic yards of material and the placement of up to 100 cubic yards of fill material in conjunction with the construction of a new bridge as outlined on the attached permit application and drawings.

2. The operation shall be conducted in a manner that will minimize any turbidity increase.

3. There shall be no removal or filling in the permit area between October 15 and June 15.

4. There shall be no operation of equipment in the active flowing stream.

5. The stream shall not be diverted from the natural bed nor within the natural bed.

6. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

   b. The riprap rock shall be placed from above the bank.

7. Waste materials and spoils shall be placed above the bankline.

8. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

April 29, 1977

Send To: Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

RECEIVED
APR 21 1977
DIVISION OF STATE LANDS
REMITTANCE $ 100.00

FOR DIVISION USE:
Please return by _____
Date received _____
Permit No. 2387
Waterway _____
County _____

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name Douglas County Road Department

   Address Douglas County Court House Telephone _____

   City Roseburg State Oregon Zip Code 97470

2. Project Supervisor's Name George Grubb

   Address _____ Telephone _____

   City _____ State _____ Zip Code _____

3. Property Owner's Name _____

   Address _____ Telephone _____

   City _____ State _____ Zip Code _____

4. Will the project be removal _____ fill _____ combination x riprap _____

5. Will your fill consist of rock _____ gravel x sand _____ silt _____ other _____

   Will your removal consist of rock _____ gravel _____ sand _____ silt _____ other _____

6. Volume of fill material required: annually 100 total project 100

   Volume of removal required: annually 75 total project 75

7. Name of waterway affected by project South Umpqua

   a. Tributary of Umpqua

   b. River mile 45.6 Section 22 Township 30S Range 1 W

   c. County Douglas

   d. Popular local description of project location: Gazely Bridge

8. What is the purpose of your project? Construction of a new bridge to replace an existing steel truss bridge

141-31-04-74

Application for Removal or Fill Permit

Name _____
Permit No. _____

9. Describe your proposed operation (attach additional sheet if necessary):

Excavation of solid rock in the riverbank for pier footings. Possible low water fill and work bridge for contractors convenience.

10. Where will you place dredge spoils, if any? _____

no spoils

11. When will project start? *June 1977* Be completed? *November 1977*

12. What does the project site look like at the present time? _____

Normal river crossing with an existing old steel bridge.

13. What steps do you plan to take to restore area to its natural condition? _____

We should have no effect on the existing site except for general improvement of area.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
   a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
   b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
   c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
   d. Pertinent property boundaries.
   e. Spot elevations or contours if available. Reference datum must be noted.
   f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Signed _____

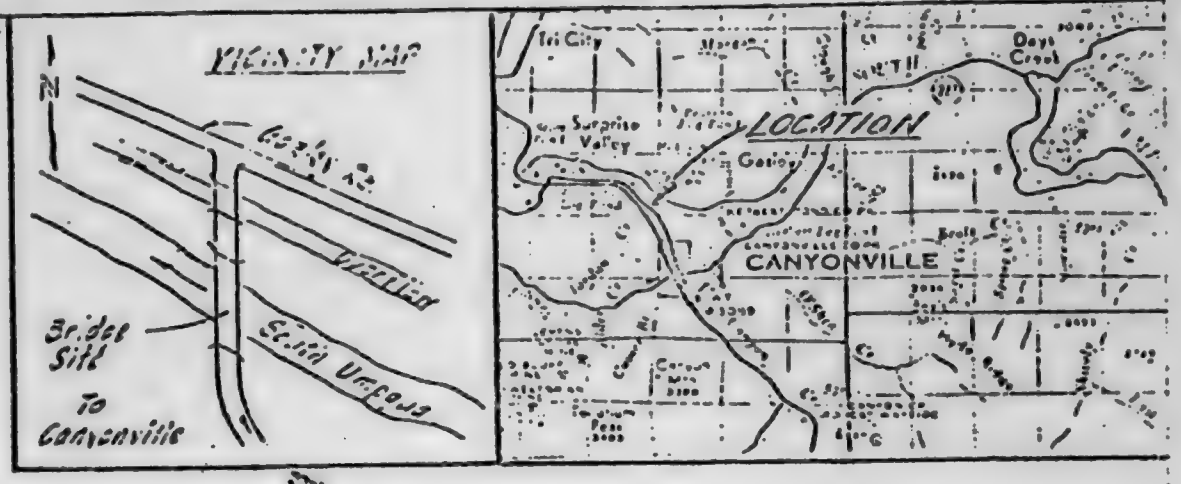
Title *General Manager*
Oregon Bridge Engineering Company

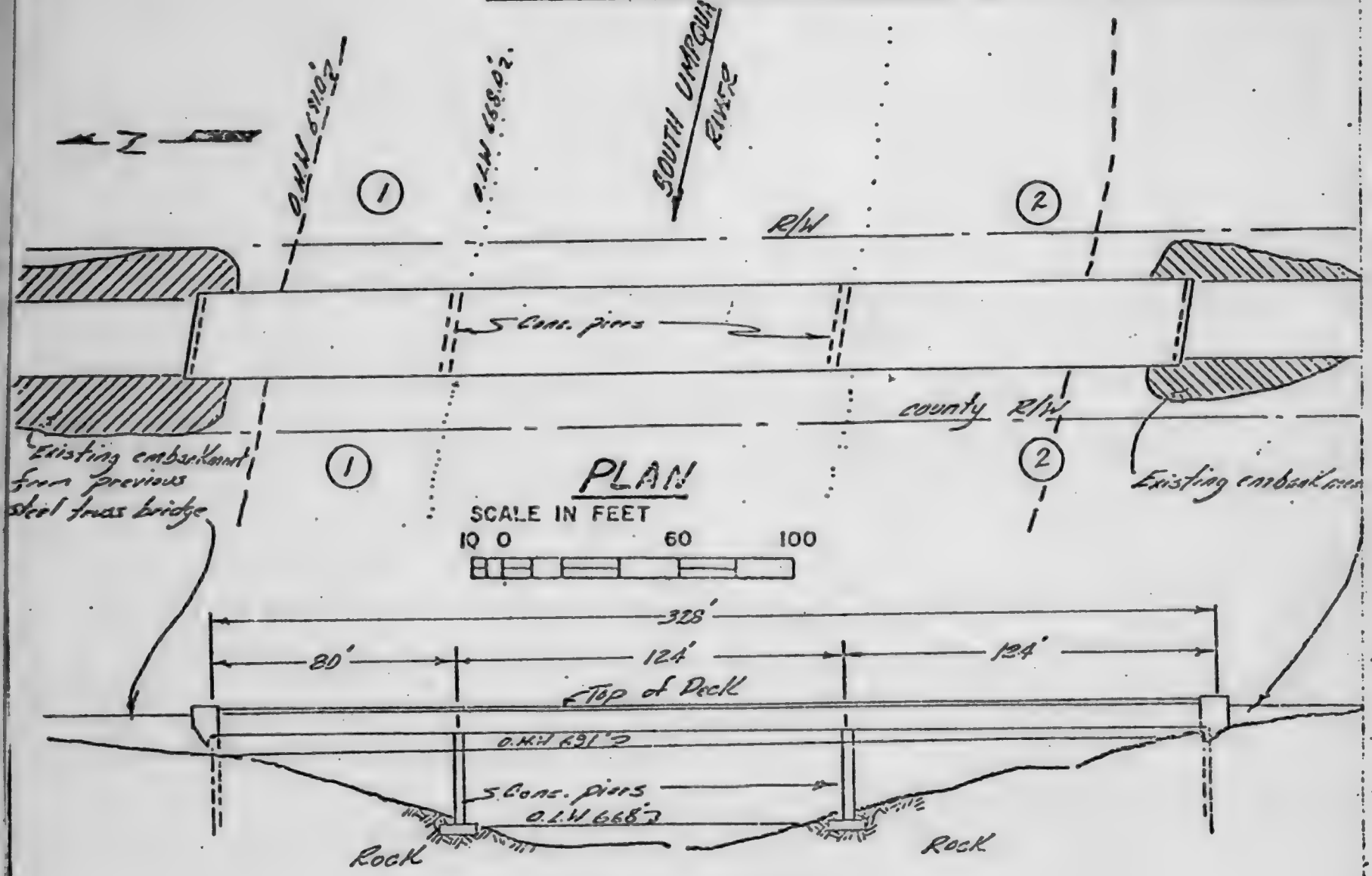
Date *April 19, 1977*

Attach the following items:
Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

SP*75645-141

002187 (South Umpqua Rive[illegible] i11)





TYPICAL SECTION

SCALE IN FEET

10 0 60 100

NOTE:
All elevations are based on M.S.L. datum

Adjacent Property Owners
① Lawrence Boyle
② Mary L. Surber
% Leonard Spuhler.

PROPOSED WORK
in South Umpqua River
at River Mile 25.6
County of Douglas, State Oregon
Application by Douglas County
Date 12 May 1976

8-34
Gaisley

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

27 October 19 76

A PERMIT TO place fill in connection with the construction of a concrete bridge over the South Umpqua River. The construction of the bridge will require approximately 230 c. y. of concrete to be place in the two piers and their footings.

AT Near Canyonville, Oregon

HAS BEEN ISSUED TO Douglas Co. Road Department ON 27 October 1976

ADDRESS OF PERMITTEE County Courthouse
Roseburg, Oregon 97470

PERMIT NUMBER
002187 (So. Umpqua River-Fill)

for the District Engineer
A. J. HEINEMAN

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-596

COUNTY OF DOUGLAS

ROSEBURG, OREGON

18832

PARTMENT OF PUBLIC WORKS
WARRANT

Dept. of Public Works 22021

DATE	WARRANT NO.	AMOUNT
4-26-77	22021	$100.00

DOUGLAS COUNTY [illegible]

PAY TO THE ORDER OF

Director, Division of State Lands

DORIS L. WADSWORTH, COUNTY CLERK

BY _____ COUNTY CLERK

EEMABLE BY COUNTY TREASURER

⑆1232⑈0355⑆ 0 57977 7⑈

PLEASE DETACH BEFORE DEPOSITING WARRANT

Mailed Warrant with
application for fill permit 4/27/77
H
mst

TREASURER OF DOUGLAS COUNTY, STATE OF OREGON
ROSEBURG, OREGON

PROJECT MANAGEMENT
MAY 2 '77
REFER TO: Hal
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Copy to Don Trout

Gazely Bridge
S. Umpqua Riv.
05100D(1), Douglas Co.

Send To: Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

FOR DIVISION USE:
Please return by _____
Date received _____
Permit No. _____
Waterway _____
County _____

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name Douglas County Department of Public Works

   Address Room 219, Courthouse Telephone 672-3311, Ext. 210

   City Roseburg State Oregon Zip Code 97470

2. Project Supervisor's Name _____

   Address _____ Telephone _____

   City _____ State _____ Zip Code _____

3. Property Owner's Name Douglas County

   Address Room 219, Courthouse Telephone 672-3311, Ext. 210

   City Roseburg State Oregon Zip Code 97470

4. Will the project be removal _____ fill _____ combination X riprap _____

5. Will your fill consist of rock X gravel _____ sand _____ silt _____ other Concrete footings for bridge

   Will your removal consist of rock X gravel _____ sand _____ silt _____ other _____

6. Volume of fill material required: annually 2000 cu. yd. total project 2000 cu. yd.

   Volume of removal required: annually 400 cu. yd. total project 400 cu. yd.

7. Name of waterway affected by project South Umpqua River

   a. Tributary of Umpqua River

   b. River mile 160.8 Section 21 Township 30S Range 5W W.M.

   c. County Douglas

   d. Popular local description of project location: Gazley Bridge

8. What is the purpose of your project? Construct bridge and excavation for same, construction of working platform to construct bridge. Remove existing bridge, piers & footings.

Application for Removal or Fill( )it

( )e _____
Permit No. _____

9. Describe your proposed operation (attach additional sheet if necessary):
Construct fill and work bridge in 1977, remove fill.

10. Where will you place dredge spoils, if any? _____

11. When will project start? Estimated as July 1977 Be completed? July 1978

12. What does the project site look like at the present time? _____

13. What steps do you plan to take to restore area to its natural condition? All steps necessary.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
   a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
   b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
   c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
   d. Pertinent property boundaries.
   e. Spot elevations or contours if available. Reference datum must be noted.
   f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Signed George E. Lewis

Title Dir. Pub. Wks.

Date April 22, 1977

Attach the following items:
Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

SP*75643-141

8545

P. Mgmt

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 3

672-6658 PRO 6

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-8541

Mr. George Grubb
Director of Public Works
Douglas County
Courthouse
Roseburg, OR 97470

May 6, 1977

We now have an estimate of cost for the Gazley Road Bridge Replacement Project OS-1000(1) over the South Umpqua River. Below is a summary:

Maximum Off-System Commitment			$345,000
Less PE Costs (Consultant)	16,900		
Less PE Costs (State)	2,800	=	19,700
Amount remaining for construction			$325,300
Estimated cost of construction			$380,517
Less Project Funds			325,300
100% County funds			55,217
Plus 22% of ~~$325,300~~ 345,000			~~71,566~~ 75,900
ADVANCE DEPOSIT		===	~~$126,783~~ 131,117
ROUNDED		—	~~$126,800~~ 131,000 construction only

This is not a request for the advance deposit, but merely an attempt to give you time to review the situation and comment if necessary.

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: Program Management
Jack McCormick
Curt Duval

PROJECT MANAGEMENT
MAY 9 '77
REFER TO
FOR
Info Investigate Prepare Review Approve Sign Route

Section S. Umpqua R. (Gazley) Bridge Programming Estimate $

Highway Gazley Rd Project Length

County DOUGLAS Completion Time 180 Cal Days

Kind of Work Str.

Prefix 210-1952 FA Project No. OS-1000(J)

ROUTING SLIP

DATE: 5/5/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PROGRAM MANAGEMENT
CHIEF OF OPERATIONS	GENERAL FILES	PUBLIC AFFAIRS
ASSISTANT DIR FOR ADMIN.	GENERAL SERVICES (DOT)	SAFETY
ASSISTANT DIR FOR PLANNING	INFORMATION SYSTEMS	TRANS POLICY & RESEARCH
CHIEF COUNSEL	LABOR RELATIONS	MAIL ROOM
COMMISSION SERVICES	LIBRARY	MASS TRANSIT DIVISION
COUNTY-CITY RELATIONS	PERSONNEL OPERATIONS	MOTOR VEHICLES DIVISION
EMPLOYEE DEVELOPMENT	PHOTOCOPY	COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RESEARCH (HWY)
DEPUTY STATE HWY ENGINEER	FHWA	RIGHT OF WAY
ASSIST. STATE HWY ENGINEER	LANDSCAPE	ROAD DESIGN
METROPOLITAN ENGINEER	LOCATION	SIGN SHOP
ACCOUNTING (HIGHWAY)	MAINTENANCE	TRAFFIC ENGINEERING
BRIDGE DESIGN	MATERIALS	TRAVEL INFORMATION
CONSTRUCTION	PARKS AND RECREATION	UTILITIES ENGINEER
DATA PROCESSING	PERMITS & WEIGHTMASTER	REGION NO. 3
ENVIRONMENTAL	RADIO	DISTRICT NO.

ATTENTION: Glen Clark FROM: HR

COMMENTS: Please forward one copy to to county for their information and comment

FORM 81-734-3100 (REV 9-76) SP*35502-734

ISTRUCTION AUTHORIZATION

tract Amount $ 332,330.00

$

Misc. Permit Fees

$ 332,330.00

Contingencies (4-1/2%) 14,954.85

Engineering (10 %) 33,233.00

~~SUBTOTAL~~ $

~~Credit for~~

Estimated Net Authorization, Construction $ 380,517.85

APPROVED

Road Design Engineer

Est. of County Advance Deposit.

County Request			$345,000
PE Costs	Consultant	$16,900.00	
	State	2,800.00	
		19,700.00	
			19,700.00
Amt remaining for construction			$325,300.00
Est. cost of project		380,517.00	
Less Project funds		325,300.00	
100% county costs		55,217.00	
22% of 325,300.00		71,566.00	
Est. Advance Deposit		$126,783	
Rounding			$126,800.00

Section S. Umpqua R. (Gazley) Ltndge Programming Estimate $ —

Highway Gazley Rd Project Length —

County DOUGLAS Completion Time 180 Cal Days

Kind of Work Str.

Prefix 210-1952 FA Project No. OS-1000(J)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 332,330

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished _____	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities _____	
_____	
_____	
_____	
Misc. Permit Fees _____	
_____	

$ —

$ —

	$ 332,330 00
Contingencies (4-1/2%)	14 954 85
Engineering (10 %)	33233 00
~~SUBTOTAL~~	$
~~Credit for~~ _____	
Estimated Net Authorization, Construction	$ 380,517 85

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION — Sheet 1 of 1

SUMMARY--BID SCHEDULE--COST ESTIMATE — Date 4-15-77

Section GAZLEY BRIDGE OVER SOUTH UMPQUA RIVER — County DOUGLAS

Kind Of Work STRUCTURE — Length _____ — Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All		12,500
2	Bridge Removal Work		Lump Sum	All		12,000
3	Shoring, Cribbing, Etc.		Lump Sum	All		10,000
4	Structure Excavation		Cu. Yd.	440	18-	7920
5	Structure Excavation Below Elevations Shown		Cu Yd.	40	20-	800
6	Furnish Pile Driving Equipment		All	All		2500
7	Furnish HP10x42 Steel Piling		Lin Ft	180	11	1980
8	Drive Steel Piles		Lin Ft	180	2.50	450
9	Structural Concrete, Class 3300 (425cyds @ 186)		Lump Sum	All		79,050
10	Structural Concrete, Class 4500 (260cyds @ 181)		Lump Sum	All		47,060
11	80'/85' Bulb Tee Prestressed Beams		Each	4	6200	24,800
12	120'/125' Bulb Tee Prestressed Beams		Each	8	9800	78,400
13	Reinforcement (97,000 @ 0.36)		Lump Sum	All		39920
14	Two Tube ~~Aluminum~~ Metal Railing		Lin. Ft.	698	25	17,450
15	Guard Rail in Stockpile		All	All		2500
						$332,330

TOTAL TO DATE JOB COST SUMMARY — APRIL 1977 — PAGE 491

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
COUNTY RD #122(MILL CRK RD) CONT NO	FA PROJ NOS OS 700001 100					STATE
207 1981	296	00	N 9		4,500.00CR	24,000.00CR
207 1981	297	00	N 9		4,500.00	4,500.00
207 1981	298	00	N 9			19,500.00
207 1981	901	00	P 1	30.16CR	4,303.93	22,937.77
207 1981	901	00	N 1	91.52	236.11CR	139.84
207 1981	905	00	P 1	56.46	2,729.87	2,729.87
207 1981	909	00	P 1		308.88	2,790.36
207 1981	910	00	P 1		547.00	5,836.70
207 1981	913	00	P 1			78.00
207 1981	913	00	N 1			22.64
207 1981	914	00	P 1	111.24	111.24	111.24
207 1981	921	00	P 1	467.20	467.20	467.20
207 1981	923	00	P 1	415.54	533.62	533.62
207 1981	980	00	P 1			817.57
	TOT	P1		1,020.28	9,001.74	36,302.33
	TOT	N1		91.52	236.11CR	162.38
	** JOB TOTALS **			1,111.80 **	8,765.63 **	36,464.71 **
CADLEY JR CADLEY COUNTY RD CONT NO	FA PROJ NOS OS 000001 100					STATE
210 1982	296	00	N 9		3,730.00CR	3,730.00CR
210 1982	297	00	N 9		3,730.00	3,730.00
210 1982	905	00	P 1			69.44
210 1982	906	00	P 1	209.26	680.59	988.51
210 1982	921	00	P 1	58.76	58.76	58.76
210 1982	923	00	P 1	1.02CR	48.28	48.28
	TOT	P1		267.00	787.63	1,164.99
	** JOB TOTALS **			267.00 **	787.63 **	1,164.99 **
COUNTY-WIDE RD SYSTEM CONT NO	FA PROJ NOS MMS 005024 100					STATE
212 1982	296	00	N 9		460.00CR	460.00CR
212 1982	298	00	N 9		460.00	460.00
212 1982	901	00	P 1	8.33CR	704.95	704.95
212 1982	902	00	P 1		3.00	3.00
212 1982	905	00	P 1	2.96	245.71	245.71
	TOT	P1		5.37CR	953.66	953.66
	** JOB TOTALS **			5.37CR**	953.66 **	953.66 **
COUNTY-WIDE OFF FED-AID SYSTEM CONT NO	FA PROJ NOS SRS 005023 100					STATE
212 1983	296	00	N 9		100.00CR	100.00CR
212 1983	298	00	N 9		100.00	100.00
212 1983	901	00	P 1		52.75	52.75
212 1983	903	00	P 1		5.00	5.00
212 1983	905	00	P 1	4.44	263.91	263.91
212 1983	911	00	P 1	2.12CR	9.94	9.94

4-77

85/5

Total project costs set up — $345,000
PE charges. (Estimated) — 19700 21,500

Remaining for Construction (Estimated) — 325,300 323,500

Bid		258,760 ⁰⁰
4 ½ %	Contingencies	11 604.20
9%	Engineering	23,288.40
	Total Est. Const Costs	293,692.60

Co. adl. Dep

22% / 293,692.60 — 64,612.37

2 500
12 000
14,500
2,000

8545

4-27-77

Gazely Br.
OFF SYSTEM

COUNTY OF DOUGLAS

ROSEBURG, OREGON

18832

EPARTMENT OF PUBLIC WORKS
WARRANT

Dept. of Public Works 22021

DATE	WARRANT NO.	AMOUNT
4-26-77	22021	$100.00

DOUGLAS COUNTY [illegible]

PAY TO THE ORDER OF

Director, Division of State Lands

DORIS L. WADSWORTH, COUNTY CLERK

D. L. Wadsworth
COUNTY CLERK

BY _____

EDEEMABLE BY COUNTY TREASURER

⑆1232⑈0355⑆ 0 57977 7⑈

PLEASE DETACH BEFORE DEPOSITING WARRANT

Mailed Warrant with
application for fill permit 4/27/77
H
msp

TREASURER OF DOUGLAS COUNTY, STATE OF OREGON
ROSEBURG, OREGON

PROGRAM MANAGEMENT
MAY 2 '77
REFER TO: Hal
FOR
Info | Investigate | R/D | Action | File | Letter | See me

NOTED
MANOR C. HOLMES

Copy to Dan T.

Send To: Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

FOR DIVISION USE:
Please return by _____
Date received _____
Permit No. _____
Waterway _____
County _____

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name Douglas County Department of Public Works

   Address Room 219, Courthouse Telephone 672-3311, Ext. 210

   City Roseburg State Oregon Zip Code 97470

2. Project Supervisor's Name _____

   Address _____ Telephone _____

   City _____ State _____ Zip Code _____

3. Property Owner's Name Douglas County

   Address Room 219, Courthouse Telephone 672-3311, Ext. 210

   City Roseburg State Oregon Zip Code 97470

4. Will the project be removal _____ fill _____ combination X riprap _____

5. Will your fill consist of rock X gravel _____ sand _____ silt _____ other Concrete footings for bridge

   Will your removal consist of rock X gravel _____ sand _____ silt _____ other _____

6. Volume of fill material required: annually 2000 cu. yd. total project 2000 cu. yd.

   Volume of removal required: annually 400 cu. yd. total project 400 cu. yd.

7. Name of waterway affected by project South Umpqua River

   a. Tributary of Umpqua River

   b. River mile 160.8 Section 21 Township 30S Range 5W W.M.

   c. County Douglas

   d. Popular local description of project location: Gazley Bridge

8. What is the purpose of your project? Construct bridge and excavation for same, construction of working platform to construct bridge. Remove existing bridge, piers & footings.

Application for Removal or Fill( )mit

( )me _____
Permit No. _____

9. Describe your proposed operation (attach additional sheet if necessary):
Construct fill and work bridge in 1977, remove fill.

10. Where will you place dredge spoils, if any? _____

11. When will project start? Estimated as July 1977 Be completed? July 1978

12. What does the project site look like at the present time? _____

13. What steps do you plan to take to restore area to its natural condition? All steps necessary.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
   a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
   b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
   c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
   d. Pertinent property boundaries.
   e. Spot elevations or contours if available. Reference datum must be noted.
   f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Signed George E. Lewis

Title Dir. Pub. Wks.

Date April 22, 1977

Attach the following items:
Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

SP*73643-141

8545

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 17, 1977

Salem, Oregon

FILE:

FROM: Rod Henry
for J.B. Boyd, R/W Engineer

SUBJECT: Right of Way Status
Federal-Aid Projects

TO: L.W. Ruilien
Project Management Engineer

The following projects have been inspected by our Regional R/W personnel. To the best of my knowledge the following statements are correct with regard to the rights of way on the following projects.

No additional rights of way were required for the following:

	Grande Ronde River (Pierce Lane) Bridge, Union County ✓
M4680(1) & M4755(1)	Cherry St.-Wallowa Lake Hwy., Union County
	Hazel St. Improvement, City of Jefferson, Marion County
	N. 3rd St., City of Rockaway, Oregon Coast Hwy. to N. "F" St., Tillamook County
1977 SCA	Chocktoot (R.R. R/W to 1st St.) & 1st St. (Schonchin to 2nd St.), City of Chiloquin, Klamath County

Additional R/W was acquired in conformance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, on the following projects:

OS-1000(1)	S. Umpqua River (Gazley Rd.) Bridge Section, Douglas County ✓

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unity. These will be certified separately by the Utility Engineer.

RH:DJL:lcs
cc: R.L. Schroeder
V.E. Skoog
J.E. Chidsey
D.A. Ridings
F.R. Lowe
C.J. Mathias
each project file

PROJECT MANAGEMENT
MAR 18 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

√
NOTED
MAINOR C. HOLMES

8545

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

March 15, 1977

Mr. George N. Hopkins
Local Government Programs Unit
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Versteeg
Olson
Copy Christensen
Scott
JK Copy Swenson
Savage
1 Trout

RECEIVED
MAR 17 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

Re: Gazley Bridge
Douglas County
OS-1000(1)

Dear George:

As you requested in your letter of March 4, 1977, I am enclosing a copy of the Corps of Engineers permit. The State Land Board permit, if required, can be secured by Douglas County for the Contractor after award of the contract. George Grubb, the Director of Public Works, and the State Land Board have verbally agreed no permit is required and if the Contractor should decide to construct a fill for a work bridge, the County will secure a permit.

Incidentally, we find nothing under ORS 541.605 to 541.665 or the Administrative Rules of the State Land Board that requires an approved permit as a condition of advertising or awarding a contract.

Ask Glen Clark to contact © BEC for a Div 0/Lands permit 4/12/77 DK

All plans and specifications were received in Salem in February and we anticipate a May 26th, bid letting.

Very truly yours,

W. A. Palmateer
General Manager

PROJECT MANAGEMENT
MAR 16 '77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

WAP:seb
enclosure

cc: George Grubb, Director of Public Works
Glen Clark, Region Federal Aid Engineer

Copy To: Don Keyes
Don Trout

8-34
Gusley

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

27 October 19 76

A PERMIT TO place fill in connection with the construction of a concrete bridge over the South Umpqua River. The construction of the bridge will require approximately 230 c. y. of concrete to be place in the two piers and their footings.

AT Near Canyonville, Oregon

HAS BEEN ISSUED TO Douglas Co. Road Department ON 27 October 1976

ADDRESS OF PERMITTEE County Courthouse
Roseburg, Oregon 97470

PERMIT NUMBER
002187 (So. Umpqua River-Fill)

for the District Engineer
A. J. HEINEMAN

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-596

8545

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

3-15-77 ✓

Subject: Federal Aid Project No. OS-1000(1)
Project Name S. Umpqua River (Gazley Rd.) Bridge Sec.
(Off-Systems Project)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

PROJECT MANAGEMENT
MAR 16 '77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Signed at ROSEBURG, Oregon, this 15th day of MARCH, 1977

C.C. J. B. Boyd
DE Swan
Jim Chidsey
C. T. Keasey

County of Douglas

Jon D. Smith
Chairman

Commissioner

Bill Ware
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

8545

CSR 7.5

Form 8-1734-1020 Routed To:
OR 5-2
Douglas

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
October 29, 1976

Glen L. Clark

FROM: GLEN L. CLARK
Region Federal-Aid Engineer

SUBJECT: Permit status request
Gazley Bridge Replacement
Project No. OS-1000(1)
Douglas County

TO: L.W. RULIEN
Program Management

In response to a telephone request for confirmation that Douglas County had obtained all required permits for the subject project, Douglas County forwarded the attached Corps. of Engineers permit on this date.

If you wish any further information, please advise.

GC/slc

Encl.

cc: Jack McCormick
Curt Duval

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
NOV - 1 '76
REFER TO
ACTION
Initials | Investigate | R/W | Action | File | Letter

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

27 October 19 76

A PERMIT TO place fill in connection with the construction of a concrete bridge over the South Umpqua River. The construction of the bridge will require approximately 230 c. y. of concrete to be place in the two piers and their footings.

~~AT~~ Near Canyonville, Oregon

HAS BEEN ISSUED TO Douglas Co. Road Department ON 27 October 1976

ADDRESS OF PERMITTEE County Courthouse
Roseburg, Oregon 97470

PERMIT NUMBER
002187 (So. Umpqua River-Fill)

for the District Engineer
A. J. HEINEMAN

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

* GPO: 1971 O—415-596

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

NOTICE

NECESSITY FOR COMPLIANCE

RECEIVED
OCT 2 81976
DOUGLAS COUNTY ROAD DEPT.

The attached permit describes the location of the work and the allowable maximums that may be constructed or maintained. Expansion or relocation of the permitted work without the written consent of the Department of the Army may result in cancellation of the permit or a demand to reconstruct or remove the work in its entirety.

If you have any questions concerning this notice, you may call collect from any place in the Portland District ---- (503) 777-1602.

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Application No. 071-OYA-4-002187

Name of Applicant Douglas County Road Department

Effective Date 27 October 1976

Expiration Date (If applicable) 31 October 1979

RECEIVED
OCT 21 1976
DOUGLAS COUNTY ROAD DEPT.

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 12 May 1976 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(xx) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

Douglas County Road Department
County Courthouse
Roseburg, OR 97470

← (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to place fill in connection with the construction of a concrete bridge over the South Umpqua River. The construction of the bridge will require approximately 230 cubic yards of concrete to be placed in the two piers and their footings.

← (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in South Umpqua River Mile 45.6

← (Here to be named the ocean, river, harbor, or waterway concerned.)

at near Canyonville, Oregon

← (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks):

002187 (So. Umpqua River-Fill)

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1976
☐ ENGR. ☐ COUR. ☐ DE ☐ AE ☐ DE
☐ JDE ☒ CE ☐ RE ☐ RPE ☐

subject to the following conditions:

1. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

ENG FORM 1721 EDITION OF JUNE 1968 IS OBSOLETE. (ER 1145-2-303)

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not stated on or before 31 day of October, 19 77, (one year from the date of issuance of this permit unless otherwise specified) and is not completed on or before 31 day of October, 19 79, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

STRUCTURES FOR SMALL BOATS: That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS: That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

~~MAINTENANCE~~ DREDGING: (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for _____ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. All piling and lumber treated with creosote or other protective material will be completely dry before use in or near the waterway.

cc. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

dd. All areas along the bank disturbed or newly created by the construction activity will be seeded, riprapped or given some other equivalent type of protection against subsequent erosion.

ee. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

ff. There shall be no operation of equipment in the active flowing stream.

gg. There shall be no removal or filling within the banks of the river between 15 October and 15 June.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

Douglas County by
George E Gault, D.P.W.
PERMITTEE

October 22, 1976
DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

27 October 1976
DATE

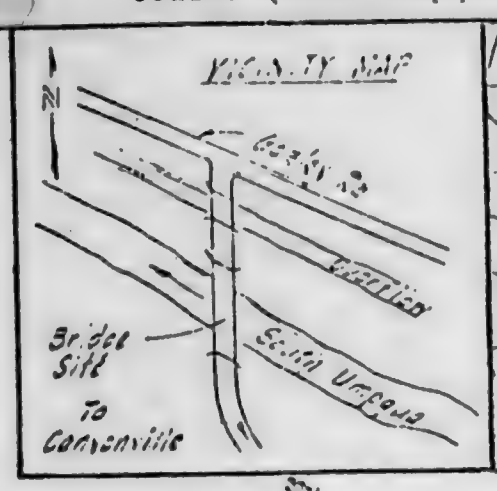
A. J. HEINEMAN
Chief, Navigation Division

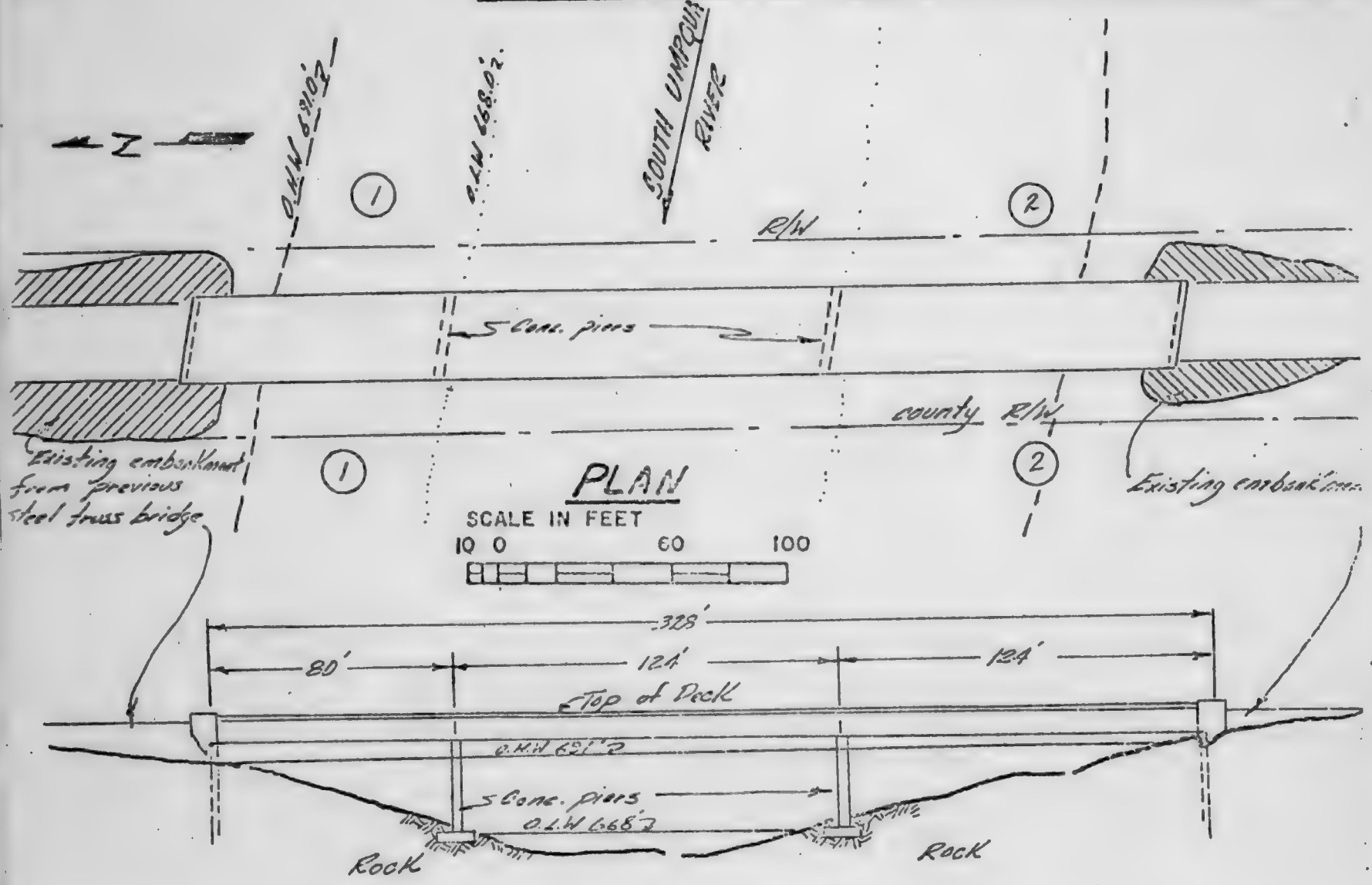
Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE

DATE

002187 (South Umpqua Riv[illegible] Fill)





TYPICAL SECTION

SCALE IN FEET

10 0 60 100

NOTE:
All elevations are based on M.S.L. datum

Adjacent Property Owners
① Lawrence Boyle
② Mary L. Surber
% Leonard Spuhler.

PROPOSED WORK
in South Umpqua River
at River Mile 45.6
County of Douglas, State Oregon
Application by Douglas County
Date 12 May 1976

8545

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Douglas County
Board of Commissioners
Courthouse
Roseburg, OR 97470

Attention of Mr. George Grubb
County Engineer

Request No. (assigned by staff engineer or head of division) cc 1640

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering — Advance Deposit $4,730.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the S. Umpqua (Gazely) Bridge Section. Off-System Project Covered by agreement dated 8/27/75		3,730.00
		To be retained		$1,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $4,730.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
210-1952-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division

2545

Rwlion OSR
Douglas Co

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9873

May 12, 1976

Mr. Roy Brockenschnick
District Engineer
U.S. Army Engineer District, Portland
P.O. Box 2946
Portland, Oregon 97208

Dear Sir:

Enclosed is an application for placing fill material (concrete piers) in the South Umpqua River for the purpose of constructing a replacement for the Gazley Bridge as part of an Off-System project sponsored by Douglas County.

Please issue permits directly to Douglas County as the Contracting Agency, but any correspondence or questions regarding the project should be addressed to Oregon Bridge Engineering Co. acting as agents on behalf of the County.

Very truly yours,

W. A. Palmateer
General Manager

WAP:seb
Enclosures

cc: Douglas County w/enclosure
Alfred Shirley w/enclosure

PROJECT MANAGEMENT
JUN 11 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Note: | See me

RECEIVED
COUNTY & CITY SECTION
JUN 11 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

ROSEBURG REGION
RECEIVED

copy to Rwlion 6/9/76

APPLICATION FOR A DEPARTMENT OF THE ARMY PERMIT

One set of original drawings and two copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and checklist).

1. Application number (To be assigned by Corps).	2. Date. 12 May 1976 (Day / Mo. / Yr.)	3. For official use only.

4. Name and address of applicant.

Douglas County Road Dept.
County Courthouse
Roseburg, Oregon 97470
Attention: George Grubb, Director of Public Works

Telephone number 672-3311 Social Security No. N/A

5. Name, address, and title of applicant's authorized agent for permit application coordination.

Oregon Bridge Engineering Company
P.O. Box 72
Springfield, Oregon 97477
Attention: W. A. Palmateer, General Manager

Telephone Number 746-9673

6. Describe the proposed activity, its purpose and intended use, including a description of the type of structures, if any, to be erected on fills, or pile or float-supported platforms, and the type, composition and quantity of materials to be discharged or dumped and means of conveyance.

GAZLEY BRIDGE

Construction of a 328 foot concrete bridge to replace an existing steel truss bridge. Approximately 230 cubic yards of concrete to be placed in footings and piers below estimated high water mark.

7. Proposed use.

Private ☐ Public ☒ Commercial ☐ Other ☐ (Explain in remarks)

8. Name and addresses of adjoining property owners whose property also adjoins the waterway.

Lawrence Boyle, Star Route, Canyonville, Oregon
Mary L. Surber, c/o Loanard R. Spuhler, Canyonville, Oregon

9. Location where proposed activity exists or will occur.

Sec. 21 Twp 30S Rge TW WM (Where applicable)

Oregon	Douglas		Canyonville
State	County	In - City or Town	Near - City or Town

10. Name of waterway at location of the activity. South Umpqua River

11. Date activity is proposed to commence. August, 1976

Date activity is expected to be completed. December, 1976

12. Is any portion of the activity for which authorization is sought now complete? Yes ☐ No ☒
If answer is "Yes" give reasons in the remarks section. Month and year the activity was completed _____. Indicate the existing work on the drawings.

13. List all approvals or certifications required by other Federal, interstate, state or local agencies for any structures. construction, discharges, deposits or other activities described in this application.

Issuing Agency	Type Approval	Identification No.	Date of Application	Date of Approval
None Required				

14. Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein? Yes ☐ No ☒ (If "Yes" explain in remarks)

15. Remarks (see paragraph 3 of Permits Pamphlet for additional information required for certain activities).

All concrete in footings and columns will be placed in the dry at low water season. It is not anticipated that any concrete will be placed in the flowing stream.

16. Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

W C Walker

Signature of Applicant

Acting for Douglas County

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowlingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisioned not more than five years, or both.

The application must be signed by the person who desires to undertake the proposed activity; however, the application may be signed by a duly authorized agent if accompanied by a statement by that person designating the agent and agreeing to furnish upon request, supplemental information in support of the application.

If the activity includes the discharge of dredged or fill material in navigable waters or the transportation of dredged material for the purpose of dumping it in ocean waters, the application must be accompanied by a fee of $100 for quantities exceeding 2500 cubic yards and $10 for quantities of 2500 cubic yards or less. Federal, State and local governments are excluded from this requirement.

FORM 12-75

RECEIVED
COUNTY & CITY SECTION
MAR 30 1976
☐ ENGR. ☐ CooR. ☒ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8545

OSR
Doug Co

OREGON STATE HIGHWAY DIVISION
REGION 3 - ROSEBURG

MONTHLY PRELIMINARY ENGINEERING REPORT

3-29-76

Project Name Gazley Bridge over the South Umpqua

Highway Gazley Road F.A. Rt. No.

Project No. 08-1000 (1) Prefix 210-1952 Type F.A. Fund Off-System

P.E. Performed by Douglas County-City of

Consultant Oregon Bridge Engineering Co.
(Name)

Project Category 3

	Yes	No
Hearing Req'd - Corridor	☐	☒
Corridor/Design	☐	☒

Anticipated Date of Hearing

Date P.E. Authorized (FHWA) Dec. 15, 1975

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval			11/15/75
Field Survey	2/3/76	2/6/76	
Preliminary Design	1/19/76	2/27/76	
Design Approval	3/19/76	4/2/76	
Final Design			
P.S. & E. Approval			

Remarks: A preliminary Design meeting was held on February 24th. The preliminary plans and Hydraulic Report were submitted for review on March 19th.

Distribution: Project Management
Location
Region
Local Agency
Consultant Oregon Bridge

Signed Curtis H. Duval

Title Resident Engineer

Date 3/29/76

8545

8545

Reference ID:
INT 5-2
Douglas

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: S. Umpqua R. (Gazley) Bridge DOUGLAS CO.

DATE: February 25, 1976

The state has reviewed your project and reached the following conclusions:

February 27, 1976
G. L. Green, FHWA
E. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
W. D. Albright
W. J. Hart
G. N. Hopkins Co.-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
Aeronautics Division

[X] No significant conflict with the plans, policies or programs of state government have been identified and ~~your proposal is endorsed as~~ presented.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

S. Umpqua River (Gazley) Bridge
N.E. of Canyonville Off-System Route
Douglas County

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7601 2 660

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
FEB 27 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
MARIE STEPHENS
1 20 76

PNRS #2

BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7601 2 660 Due Date: FEB 13 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED STATE HWY ENGR
FEB 27 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

( ) It has no adverse effect.

(✓) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division routinely applies for permits needed from the Division of State Lands.

Agency Lands By Jan Haley

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

LOCAL GOVERNMENT RELATIONS E.V.
FEB 23 1976

PNRS STATE REVIEW

Project #: 7601 2 660 Due Date: Extended FEB 13 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED STATE HWY ENGR
FEB 27 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed project would have additional benefits to the community if public access to this portion of the stream could be obtained.

Suggest that the district biologist (Jerry Bauer, 672-6541 Ext. 256, Roseburg) be contacted to discuss the proposal further.

Agency Fish & Wildlife By William E. Pitney

ENVIRONMENTAL MANAGEMENT SECTION 2-19-76

FORM 12-75

OREGON STATE HIGHWAY DIVISION
REGION 3 - ROSEBURG

OSR
Doug Co

8545

MONTHLY PRELIMINARY ENGINEERING REPORT

2-20-76

Project Name Gazley Bridge over the South Umpqua

Highway Gazley Road F.A. Rt. No.

Project No. OS-1000(1) Prefix 210-1952 Type F.A. Fund Off-System

P.E. Performed by Douglas County-City of

Consultant Oregon Bridge Engineering Co.
(Name)

Project Category 3

	Yes	No
Hearing Req'd - Corridor		X
Corridor/Design		X

Anticipated Date of Hearing

Date P.E. Authorized (FHWA) Dec. 15, 1975

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval			11/15/75
Field Survey	2/3/76	2/6/76	
Preliminary Design	2/19/76	2/27/76	
Design Approval			
Final Design			
P.S. & E. Approval			

RECEIVED
COUNTY & CITY SECTION
FEB 24 1976
ENGR. COOR. OE AE UE
UPE CE RE RPE

Remarks: A preliminary design meeting is scheduled for February 24th in the consultant's offices in Springfield. The OSHD Bridge Engineer and a representative of FHWA are planning to attend.

Distribution: Project Management ✓
Location
Region
Local Agency
Consultant Oregon Bridge

Signed Curtis H. Durand

Title Resident Engineer

Date February 20, 1976

8545

AN EQUAL OPPORTUNITY EMPLOYER

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

February 18, 1976

RECEIVED
STATE HWY ENGR
FEB 20 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Mr. L. W. Rulien
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Re: S. Umpqua River (Gazley)
Bridge #7601 2 660
DOUGLAS

This is to notify you that the Department of Fish and Wildlife has requested an extension of review time as allowed by OMB Circular A-95.

We will attempt to expedite matters in order to cause you the least possible inconvenience.

Sincerely,

William H Young

William H. Young
Administrator

WHY:lm

2-20-76

cc: G. L. Green, FHWA
P. B. Klaboe
Frank E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
W. D. Albright
W. J. Hart
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
Aeronautics Div.

PROJECT MANAGEMENT
FEB 18 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

NOTED
MARIE STEPHENS

BEN GIFFORD
1-20-76

8545

OSR
Doug Co

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 20, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Umpqua Regional Council of Governments
Douglas County Courthouse Annex
205 S.E. Jackson Street
Roseburg, Oregon 97470

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal Aid Funds
District 6
S. Umpqua River (Gazley) Bridge
N.E. of Canyonville Off-System Route
Douglas County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be February 24, 1976.

Attachments

BLG:re

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
W. D. Albright
W. J. Hart
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
Aeronautics Division

RECEIVED
COUNTY & CITY SECTION
JAN 2 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: State Highway Division | 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: S. Umpqua River (Gazley) Bridge District 6

11 12] PROJECT LOCATION—CITY: N.E. of Canyonville Off-System Route | PROJECT LOCATION—COUNTY: Douglas | PROJECT LOCATION [79: SEC: 21 T: 30S R: 5W

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] [71: This project involves preliminary engineering and structure work for the replacement of a narrow, limited weight capacity structure. (see attachment for information)

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
269,100	----	----	75,900	----	345,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 U.S.C. Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

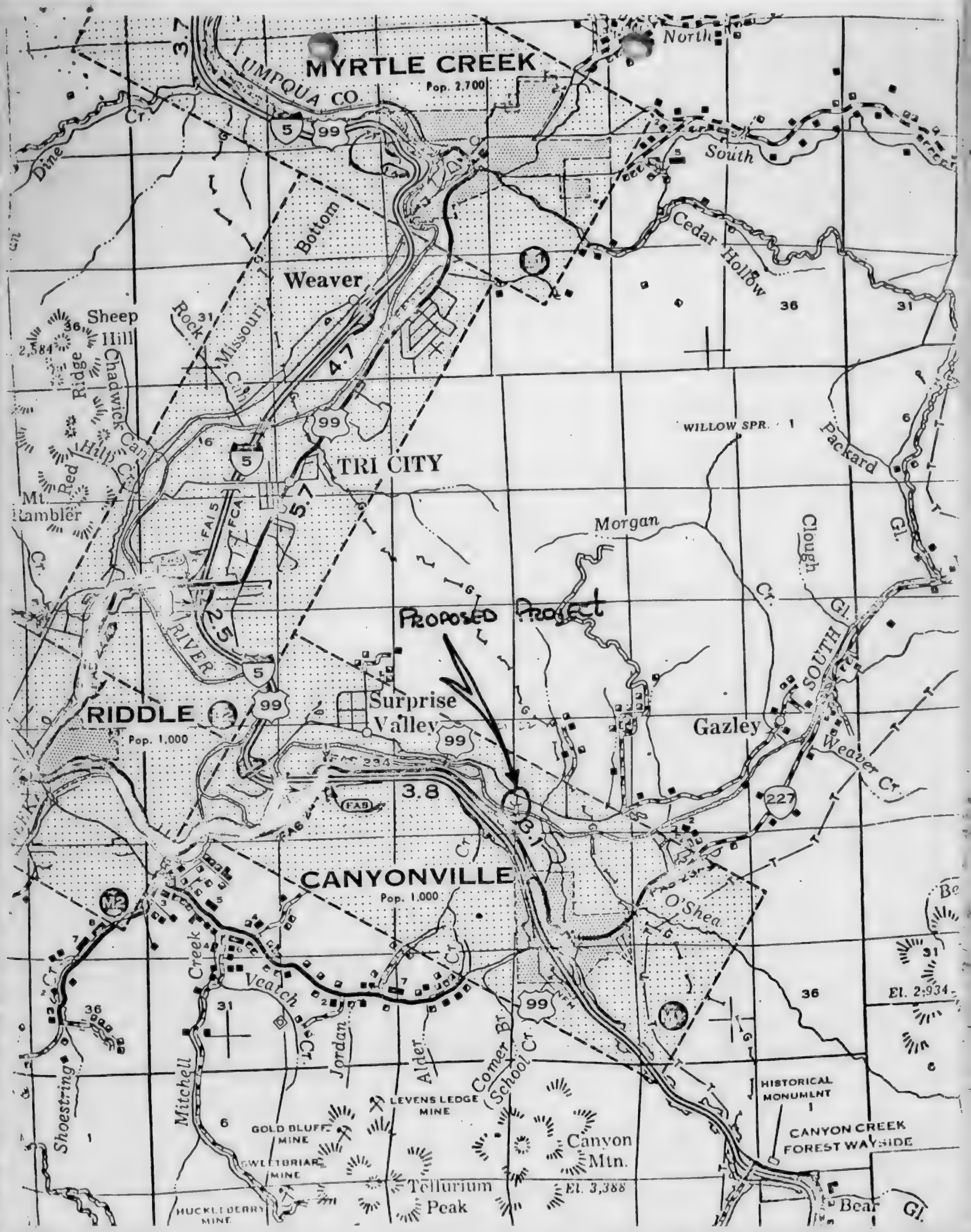
(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: January 20, 1976

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: February | 43] DAY [44: 24, | 45] YEAR [46: 1976


MYRTLE CREEK
Pop. 2,700
UMPQUA CO.
North
South
Dine
Bottom
Weaver
Cedar Hollow
Sheep Hill
Ridge
Chadwick Can
Red Hill Cr.
Mt. Rambler
Rock
Missouri
Cabin
TRI CITY
WILLOW SPR.
Packard
Morgan
Clough
Gl.
Ct.
South Gl.
PROPOSED PROJECT
RIDDLE
Pop. 1,000
RIVER
Surprise Valley
Gazley
Weaver Cr.
CANYONVILLE
Pop. 1,000
O'Shea
Creek
Veatch
Jordan
Alder
Comer Br
(School Cr
Mitchell
Shoestring
LEVENS LEDGE MINE
GOLD BLUFF MINE
SWEETBRIAR MINE
HUCKLEBERRY MINE
Tellurium Peak
Canyon Mtn.
El. 3,388
HISTORICAL MONUMENT
CANYON CREEK FOREST WAYSIDE
Bear Gl.
El. 2,934
2,584
3.7
4.7
5.7
2.5
3.8
3.1
FAS 294
FAS
FAIS
FCA
99
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227
36
31
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6
1

FORM 12-75

85415

OSR
Doug Co

OREGON STATE HIGHWAY DIVISION
REGION 3 - ROSEBURG

MONTHLY PRELIMINARY ENGINEERING REPORT

1-20-76

Project Name Gazley Bridge over the South Umpqua

Highway Gazley Road F.A. Rt. No. _____

Project No. OS-1000 (1) Prefix 210-1952 Type F.A. Fund Off-System

P.E. Performed by Douglas County-City of _____

Consultant Oregon Bridge Engineering Co.
(Name)

Project Category 3 Hearing Req'd - Corridor Yes [ ] No [x]
Corridor/Design [ ] [x]
Anticipated Date of Hearing _____

Date P.E. Authorized (FHWA) Dec. 15, 1975

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	NA		
Corridor Approval			11/15/75
Field Survey	Not started	2/13/76	
Preliminary Design	1/19/76		
Design Approval			
Final Design			
P.S. & E. Approval			

RECEIVED
COUNTY & CITY SECTION
JAN 27 1976
[ ] ENGR. [ ] COOR. [ ] OE [ ] AE [ ] UE
[ ] UPE [ ] CE [X] RE [X] RPE [ ]

Remarks:

Distribution: Project Management
Location
Region
Local Agency
Consultant Oregon Bridge

Signed Curtis H. Quinn

Title Resident Engineer

Date 1/20/76

8545

Rulien OSR
Doug Co

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 22, 1975

Mr. George Grubb
Director of Public Works
Douglas County
Courthouse, Room 219
Roseburg, Oregon 97470

Dear Mr. Grubb:

This is to advise that all Off-System Roads Program projects have been reviewed and re-evaluated. As a result of this review, all available funds have now been totally reserved. There will not be any funds for overruns or any other contingencies.

Your Gazley Bridge reconstruction project, Project No. OS-1000(1), has now reserved funds of $345,000. This includes federal funds (78%) and local match (22%).

If the project overruns this cost, the local agency will be required to reduce the project in cases of roadway projects or stand 100% of the overrun in the case of bridges.

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L. W. Rulien
Jack McCormick
Curt Duval

RECEIVED
COUNTY & CITY SECTION
DEC 26 1975
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

8545

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 19, 1975

To: Alfred Shirley, Jr.

Region Engineer

SUBJECT: Hydrologic and Hydraulic Data
Project: Gazley Bridge Sec.
Gazley Road (County)
Douglas County

The attached form is a check list of hydrologic and hydraulic field data. The requested information is essential to the review and evaluation of drainage on the subject project by the Hydraulics Unit. This check list is to be completed and attached to the corresponding survey data and then returned to the Location Section.

Information on the large drainage structures, all irrigation facilities, and areas having potential problems should be submitted to the Hydraulics Unit for their evaluation and comments prior to final submission of the completed project to Salem. This will provide the Resident Engineer with any technical assistance needed for proper design of drainage facilities during the early stages of the project.

The check list contains only minimum requirements for field data and the Resident Engineer should use his judgement in obtaining additional information unique to the project. The Hydraulics Unit in its advisory capacity will, upon request through the Location Engineer, assist the Resident Engineer in obtaining the necessary information during his location survey. All questions pertaining to the Hydrologic/Hydraulic Check List should be directed to Richard Lenz, Hydraulics Engineer.

It is emphasized that all flowline profiles taken upstream and downstream from a drainage facility should also be accompanied by a water-surface profile and highwater profile (when possible). The highwater profile need not be for the highest flood of record (although desirable)--a profile for a recent highwater could be adequate. If an irrigation facility is involved, water profiles should be taken during normal operation of the facility with the elevations taken to the nearest 0.01 foot.

Victor D. Wolfe
Location Engineer

Attachment

CHECKLIST OF HYDROLOGIC & HYDRAULIC DATA

Unit _____ Highway Gazley Road (County)

Section Gazley Bridge County Douglas

Engineer _____ Date Dec. 19, 1975

MP or Station _____ Location _____

Box Code
Yes No None

VICINITY MAP
HYDRAULICS MANUAL
page 1-6

- ☐ All 7 points as outlined, particularly
- ☐ No. 9 - Stream profile, 1000' upstream and 1000' downstream
- ☐ No. 15 - Highwater elevations with respective dates
- ☐ Highwater profile with respective date
- ☐ Minimum of 3 cross-sections normal to direction of flood flow (Not 3-line profile) (See page 1-)

GENERAL AREA MAP

- ☐ Of suitable size and scale (possibly an aerial photograph) with the following noted thereon:
- ☐ Existing bridges
- ☐ Relief of overflow structiures
- ☐ Box culverts and circular culverts
- ☐ Location of highwater marks with respective dates
- ☐ Outline of flood plain
- ☐ Direction of flow over flood plain during extreme floods
- ☐ New channels formed by flood
- ☐ Related flooding over approach fills or roads
- ☐ Depth of water over road
- ☐ Length of overflow areas
- ☐ Profile of inundated road
- ☐ Location of related drift conditions

PHOTOGRAPHS OF

- ☐ Flood plain upstream and downstream
- ☐ Structure
- ☐ Main channel - existing bridge
- ☐ Main channel - new location
- ☐ Past flood pictures
- ☐ Drift concentrations

EXISTING BRIDGES AT PROPOSED SITE AND THOSE UPSTREAM AND DOWNSTREAM

- ☐ (including relief or overflow structures)
- ☐ Type of bridge
- ☐ Span lengths
- ☐ Size and type of piers, and orientation
- ☐ Cross-section of bridge waterway with piers shown
- ☐ Cross-sections (3) normal to direction of flood flow (see page 1-6)
- ☐ Direction of current flow - extreme floods
- ☐ History of scour, riprap in place, or replaced
- ☐ Flooding of approach fills or roads
- ☐ Depth of water over road
- ☐ Length of overflow areas
- ☐ Profile of inundated road
- ☐ Highwater elevations with respective dates
- ☐ Stream alignment
- ☐ Stream profile - 1000' upstream and 1000' downstream

REMARKS

If NO or NONE, please explain
(use additional sheets if necessary)

IC & HYDRAULIC DATA

ghway Gazley Road (County)

unty Douglas

te Dec. 19, 1975

cation

REMARKS

If NO or NONE, please explain
(use additional sheets if necessary)

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ND

n

BOX CULVERTS & LARGE PIPES

- Size and Length
- Inlet & outlet invert elevations
- Stream alignment
- Stream profile - 1000' upstream and 1000' downstream
- Highwater elevations at inlet and outlet with respective dates
- Flooding of approach fills or roads
  - Depth of water over road
  - Length of overflow areas
  - Profile of inundated road
  - Comments on effective waterway of structure silting up, debris, etc.
- Cross-sections (3) normal to stream (see page 1-6)

MISCELLANEOUS
REGARDING WATER STAGES & RUNOFF

- Highwater from contributing side streams
- Reservoirs - existing, proposed
  - Location
  - Proposed date of construction
  - Status
- Flood control projects
  - Location
  - Status
- Tides
- Drift concentrations
- Vegetation - timber farmland, pasture, sagebrush
- History of logging and/or land clearing affecting loss of vegetation
- Nature of drainage area
  - Soil type - sandy, silt, clay, rock
  - Light or heavy overburden over solid rock
  - Slope - steep, rolling, gentle, flat
- Frequency of flooding
- Documentation of comments by local residents and maintenance personnel on highwater and damage

IRRIGATION CONDUITS & SYPHONS

- Size and length
- Inlet and outlet invert elevations
- Direction of flow
- Physical description of existing syphon
- Dimensions of weir, if any, at the upstream end of the syphon
- Ditch and water surface profiles - every 50' for at least 500' upstream and downstream (water surface elevations read to nearest 0.01 ft.)
- Cross-sections - every 100' for at least 500' upstream and downstream and/or at any material change in dimensions of ditch cross-section. (The actual shape of the ditch must be recorded - not just a shot at the bottom and one at the top on each side.)
- Statement from the irrigation company that the existing syphon has functioned properly, is too small, or should be larger based on a proposed increase in flow.
- Statement from the irrigation company on possible future expansions of the district
- Statement from irrigation company on existing design flow and anticipated design flow if improvements are planned

12-15-75

OSR
Doug Co

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OS-1000(1)

STATE PROJECT NO.: South Umpqua River (Gazley) Bridge Sect.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: OS-10

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
December 15, 1975	December 15, 1975	Non Federal-aid / County Road

GENERAL LOCATION:

County Road - approximately 1 mile NW of Canyonville

RECEIVED
COUNTY & CITY SECTION
DEC 17 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and one structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $21,500 - federal funds $16,770.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of December 15, 1975 approved this project for inclusion in theFederal-aid program.

As requested in Mr. Rulien's November 26, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $324,800 - federal funds $253,344 in accordance with the provisions of your approved Secondary Road Plan.

RECEIVED
COUNTY & CITY SECTION
DEC 17 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-15-75	C R Burghardt for	~~Division Administrator~~

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 12-15-75

BY (Signature): L. W. Rulien's November 26, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

~~STATE~~ ITEM NOS. 10 THRU _____

~~STATE~~ ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
10	OS-1000(1)	0.057	346,300	270,114	South Umpqua River (Gazley)Bridge Section. Douglas County State of Oregon	Preliminary Engineering Construct 1 bridge.

RECEIVED
COUNTY & CITY SECTION
DEC 17 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-15-75	C K Bingham for G. L. Green, Division Administrator

** * Program approval ~~XXXX

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO F. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 26, 1975

CARD 2	REPORT NUMBER (10)–(20): 1	PROJECT LOCATION (45 typewriter spaces) 21–66: Co. Rd., approx. 1 mi. N.W. Canyonville	ADT	PRESENT: DHV 50 / 390	FUTURE (68): 750	YEAR (70)(71)(72): 95	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26–62: P.E. & One Bridge	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER: PREFIX LETTER(S) 14–15: OS-	NUMBER 16–23: 1000	
C L	CLASS OF FEDERAL FUNDS: (Section 219) Off System Roads								COUNTY NAME: Douglas	CODE (14): 019	
	NAME OF URBAN AREA 17-31: ----								ROUTE NO.	FEDERAL-AID (32): Non	STATE (36)(37): Co. Rd.	U.S. ----:

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(70)	STATE FUNDS	OTHER FUNDS
5					PE		Co. Rd., Approximately 1 mi. N.W. Canyonville	0.057	21,500	16,770		4,730 (Co.
5					ROW							
5					CONST (CODE) X081		"S. Umpqua River (Gazley) Bridge Sec."	0.057	324,800	253,344		71,456 (Co.
							PROJECT TOTALS	0.057	346,300	270,114		76,186 (Co.

(116) (23) (24) (93)

RECEIVED
COUNTY & CITY SECTION
DEC 17 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY: CL
1	14	PROGRAM APPROVAL DATES

REMARKS

DEC 15 1975

FHWA OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 26, 1975

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., approx. 1 mi. N.W. Canyonville		DHV 50 390	750	95	10	Oregon	41	627	10

SED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ge								OS-	1000	(1)		

NDS	COUNTY NAME	CODE	PROGRAM STAGE
(Section 219) Off System Roads	Douglas	019	1 OR XX 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
----	Non	Co. Rd.	----

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., Approximately 1 mi. N.W. Canyonville	0.057	21,500	16,770		4,730 (Co.)	P.E. All phases; Construct reinf. conc. bridge (L-300') and furnish guardrail (County to construct approaches, place riprap, install guard-rail and remove existing str.)
ROW								ROW-60' normal; Access Control-none; Parking Restrictions-none.
CONST (CODE) X081		"S. Umpqua River (Gazley) Bridge Sec."	0.057	324,800	253,344		71,456 (Co.)	
BY CL		PROJECT TOTALS	0.057	346,300	270,114		76,186 (Co.)	

RECEIVED
COUNTY & CITY SECTION
DEC 17 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

APPROVAL DATES

1 5 1975

ON DIVISION

REMARKS

-Over-

USCOMM DUSCOMM-DC 48905-P61

S. UMPQUA RIVER (GAZLEY) BRIDGE SECTION

PROJECT NO. OS-1000(1)

Existing Facility:

Roadway -- 20 foot bituminous surface with no shoulders.

Structure #35-0.25 -- 308 foot through truss bridge, H.C. 13'6".

Adjacent Sections: Same as existing roadway.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construct one reinforced concrete bridge 300 feet in length having a horizontal clearance of 30 feet. Furnish and stockpile at the site necessary guardrail for approach roadways.

Note: Preliminary and construction engineering to be performed by the consultant firm of Oregon Bridge Engineering Co. with review and contracting by State forces. County to remove existing structure, construct approach roadways and install guardrail.

Exception to Minimum Design Standards: None

Relocation Assistance Payments: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor actio
in by FHWA on November 24, 1975.

Route Data: This is a farm to market, s
route.

Note: This project is in Congressional

S. UMPQUA RIVER (GAZLEY) BRIDGE SECTION

PROJECT NO. OS-1000(1)

:

-- 20 foot bituminous surface with no shoulders.

e #35-0.25 -- 308 foot through truss bridge, H.C. 13'6".

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struct one reinforced concrete bridge 300 feet in length having orizontal clearance of 30 feet. Furnish and stockpile at the site essary guardrail for approach roadways.

liminary and construction engineering to be performed by the consultant n of Oregon Bridge Engineering Co. with review and contracting by State ces. County to remove existing structure, construct approach roadways install guardrail.

num Design Standards: None

ance Payments: None required.

rports, Railroads, Water Developments, Historical and Recreational Areas:

ements:

lic Hearings -- None required under Oregon Action Plan (Category 3 Project).

ation/Design -- Not a factor in the development of this project.

ements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 rking agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 24, 1975.

Route Data: This is a farm to market, school bus and mail route.

Note: This project is in Congressional District No. 4.

8545

OFF SYSTEM
Douglas Co

FORM 81.7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

November 26, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Gazley Bridge over the South Umpqua
Gazley Road
Douglas County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3: A. Shirley, Jr.
District 6 : J. C. McCormick

RECEIVED
STATE HWY ENGR
NOV 28 '75
REFER TO
FOR

RECEIVED
COUNTY & CITY SECTION
DEC 2 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project OS-1000(-)
Gazley Bridge over the South Umpqua
Gazley Road
Douglas County
Project Assessment

DATE: November 24, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's September 24 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

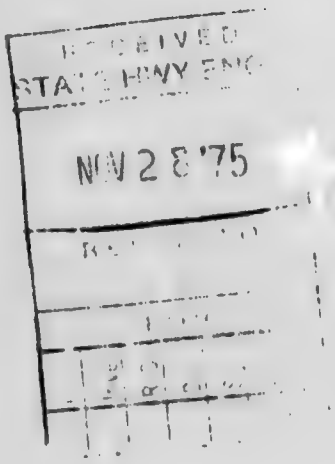
It should be understood that our concurrence is only on the type of action.

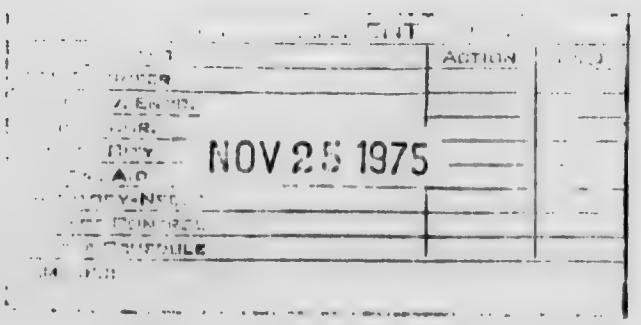
The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

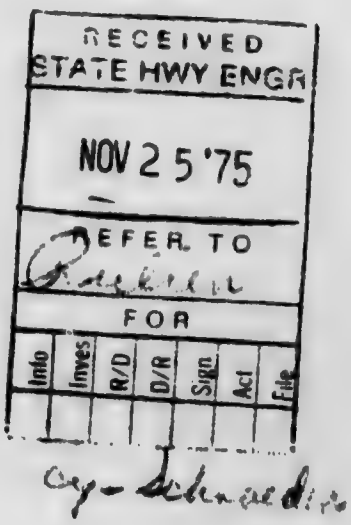
William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

BEN GIFFORD







Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 12, 1975

A. PROJECT IDENTIFICATION

Name of Project Gazley Bridge over the South Umpqua (Section) 05-1000(-)

Location of Project Gazley Road (Highway Name) (Highway No., US - ORE)

Canyonville (City) Douglas (County) 3 (Region)

Program Off-system (Funding) $345,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To construct a new and wider bridge to replace a narrow, limited weight capacity structure.

Origin and History: County requested this project in July 1975 as part of the "off-system" funding

C. DESCRIPTION OF PROJECT

Length Approximately 300 ft by 30 ft roadway

Termini

Legal description -- Sec 21 T30S R5W

Alignment [xxx] New [ ] Existing [ ] Combined

CATEGORY 3 PROJECT
non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) It is not anticipated that additional R/W will be needed. Conditions may arise where a minimal amount of R/W might be required.

Typical Section Two lanes, shoulders, no sidewalk or bike path

Structures The bridge will basically be a reinforced concrete structure with a 30 ft roadway

Characteristics (ADT) Present ADT is approximately 600 vehicles per day with a 1995 projection of 750 per day.

Other General Information (or Supplemental information to items) The existing bridge will serve as the detour. County will perform minor construction as required, pave, and do the striping.

Project Sketch Map is Attached: [xxx] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None identified. The transportation objective and environmental needs are best met by replacing the existing structure with a new bridge within the existing right of way

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [xx] Likely Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [xx] Likely Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Gazley Bridge is located on the So. Umpqua drainage approximately two miles North of Canyonville. At the bridge site the river is a fairly fast moving stream subject to winter flooding. Vegetation in the immediate area is native cottonwood trees and undergrowth on relativey rocky soils.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The route travels through a rural area. Farms and homes characterize the landscape. Agriculture and logging are the prime employment factors. Land use near the bridge site is agriculture. Air and noise esthetics do not appear to play a role in the areas cultural environment.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None anticipated

Consequences:

2. Estimated Changes in Traffic Patterns:

Traffic patterms would not change

Consequences:

3. Estimated Changes in Land Use:

Land use would not change

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Some temporary and minimal effects due to construction in and near streambed could result. Long term effects are not anticipated. Standard specs and Fish Comm. regulations would be in effect.

Consequences:

None likely. Good construction techniques will reduce temporary adverse effects.

5. Expected Adverse Effects on Cultural and Scenic Resources:

No adverse effects on cultural and scenic resources are anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

No evidence of critical environmental concern

7. Potential for Controversial Issues:

Controversial issues are not evident.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

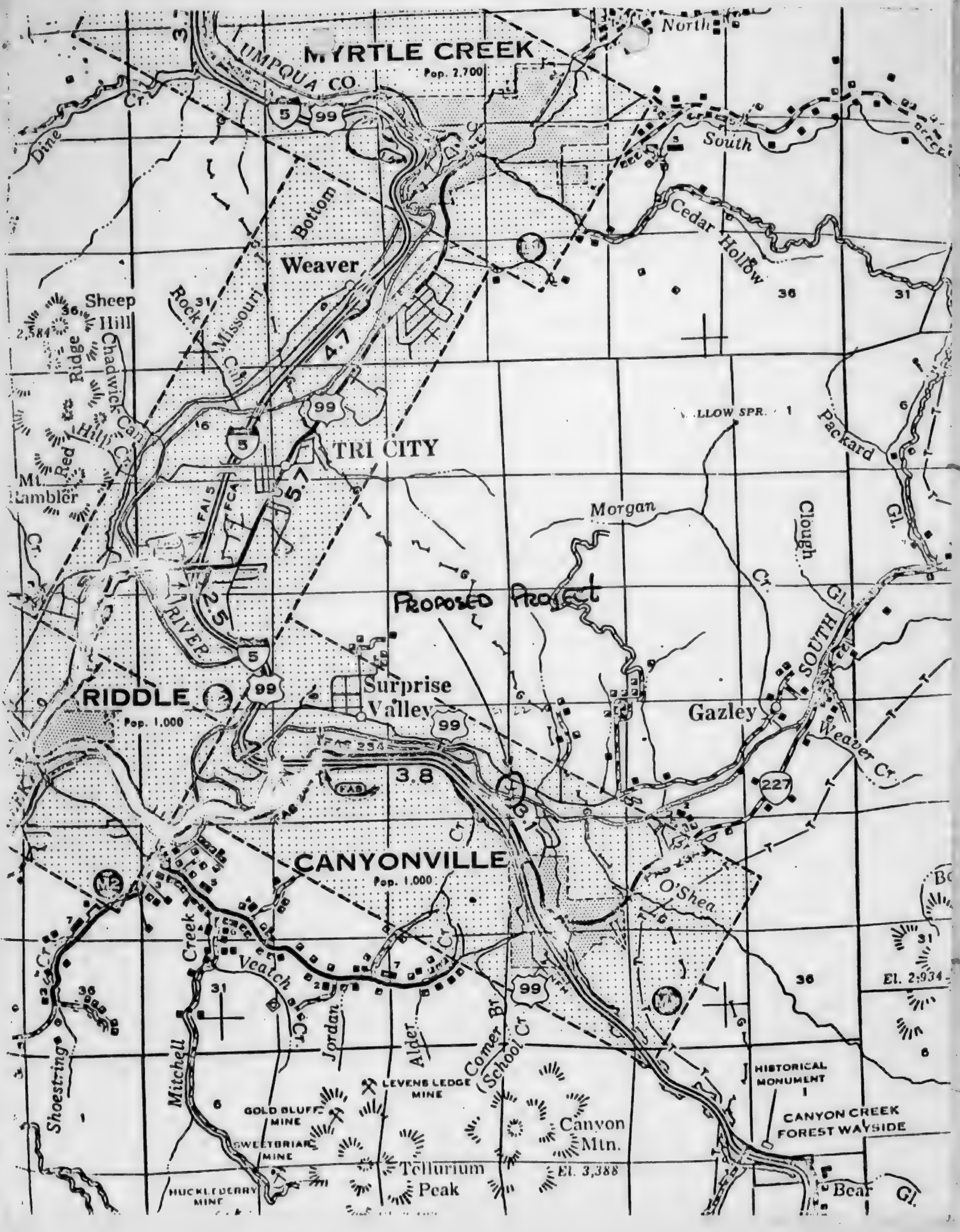
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____


MYRTLE CREEK
Pop. 2,700
UMPQUA CO.
North
South
Dine
Bottom
Weaver
Cedar Hollow
Sheep Hill
Ridge
Chadwick Cam
Rock
Missouri
Cliff
Red Hill Ct.
Mt. Lambler
TRI CITY
Packard
Morgan
Clough
Gl.
Ct.
PROPOSED PROJECT
RIVER
RIDDLE
Pop. 1,000
Surprise Valley
Gazley
SOUTH
Weaver Cr.
CANYONVILLE
Pop. 1,000
O'Shea
Creek
Veatch
Jordan
Alder
Comer Br
School Cr
Mitchell
Shoestring
LEVENS LEDGE MINE
GOLD BLUFF MINE
SWEETBRIAR MINE
HUCKLEBERRY MINE
Tellurium Peak
Canyon Mtn.
El. 3,388
HISTORICAL MONUMENT
CANYON CREEK FOREST WAYSIDE
Bear
El. 2,934
3.8
2.5
4.7
5.7
99
5
227

8545

Cross Referenced to:
Jul 5-2
Douglas

PRO 6-2

November 26, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rultan
Project Management Engineer

SUBJECT Program Data Submission
Project No. 05-1000(1)

We are submitting program data for one project, Item No. 10, Project No. 05-1000(1), "S. Umpqua River (Gazley) Bridge Section", which we desire to have included in the Off-System Roads Program under Section 219 of Title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request concurrent with program approval authorization to proceed with all phases of preliminary engineering as programed at an estimated total cost of $21,500 with Federal funds of $16,770.

It is understood your approval of the program will result in an obligation of $346,300 in total cost and $270,114 in Federal funds.

Enclosure

CL:md

cc: Alfred Shirley (Region 3)

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

November 26, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION (45 typewriter spaces): Co. Rd., approx. 1 mi. N.W. Canyonville 21 68	ADT	PRESENT: DHV 50 / 390	FUTURE: 750 (66)(70)	YEAR: 95 (71)(72)	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E. & One Bridge 26 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S): OS- (14 23)	NUMBER: 1000 (7)	
CARD	CLASS OF FEDERAL FUNDS: (Section 219) Off System Roads						COUNTY NAME: Douglas				
	NAME OF URBAN AREA: ---- (17-31)						ROUTE NO.	FEDERAL-AID: Non (32)	STATE: Co. Rd. (36)(37)	U.S.: ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5	1				PE		Co. Rd., Approximately 1 mi. N.W. Canyonville	0.057	21,500	16,770		4,730 (0
5	2				ROW							
5	3				CONST (CODE) X081		"S. Umpqua River (Gazley) Bridge Sec."	0.057	324,800	253,344		71,456 (0
							PROJECT TOTALS	0.057	346,300	270,114		76,186 (0

CARD 1	CODE 1	PREPARED BY: CL
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (25)

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 26, 1975

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
O. Rd., approx. 1 mi. N.W. Canyonville	ADT	DHV 50 390	750	95	10	Oregon	41	627	10

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
e								OS-	1000	(1)		

S (Section 219) Off System Roads	COUNTY NAME	CODE	PROGRAM STAGE
----	Douglas	019	1 OR XX 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	Non	Co. Rd.	----

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		Co. Rd., Approximately 1 mi. N.W. Canyonville	0.057	21,500	16,770		4,730 (Co.)	P.E. All phases; Construct reinf. conc. bridge (L-300') and furnish guardrail
ROW								(County to construct approaches, place riprap, install guard-rail and remove existing str.)
ONST (CODE) X081		"S. Umpqua River (Gazley) Bridge Sec."	0.057	324,800	253,344		71,456 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-none.
Y CL		PROJECT TOTALS	0.057	346,300	270,114		76,186 (Co.)	

PROVAL DATES

REMARKS

-Over-

USCOMM DUSCOMM-DC 48863-P61

S. UMPQUA RIVER (GAZLEY) BRIDGE SECTION

PROJECT NO. OS-1000(1)

Existing Facility:

Roadway -- 20 foot bituminous surface with no shoulders.

Structure #35-0.25 -- 308 foot through truss bridge, H.C. 13'6".

Adjacent Sections: Same as existing roadway.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construct one reinforced concrete bridge 300 feet in length having a horizontal clearance of 30 feet. Furnish and stockpile at the site necessary guardrail for approach roadways.

Note: Preliminary and construction engineering to be performed by the consultant firm of Oregon Bridge Engineering Co. with review and contracting by State forces. County to remove existing structure, construct approach roadways and install guardrail.

Exception to Minimum Design Standards: None

Relocation Assistance Payments: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor act
in by FHWA on November 24, 1975.

Route Data: This is a farm to market,
route.

Note: This project is in Congressiona

. UMPQUA RIVER (GAZLEY) BRIDGE SECTION

PROJECT NO. OS-1000(1)

) foot bituminous surface with no shoulders.

5-0.25 -- 308 foot through truss bridge, H.C. 13'6".

me as existing roadway.

nder this project consists of the following:

nary engineering all phases.

t one reinforced concrete bridge 300 feet in length having ntal clearance of 30 feet. Furnish and stockpile at the site ry guardrail for approach roadways.

nary and construction engineering to be performed by the consultant Oregon Bridge Engineering Co. with review and contracting by State County to remove existing structure, construct approach roadways tall guardrail.

Design Standards: None

Payments: None required.

ts, Railroads, Water Developments, Historical and Recreational Areas:

ts:

Hearings -- None required under Oregon Action Plan (Category 3 Project).

n/Design -- Not a factor in the development of this project.

ts: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 g agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 24, 1975.

Route Data: This is a farm to market, school bus and mail route.

Note: This project is in Congressional District No. 4.

8545

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project OS-1000(-)
Gazley Bridge over the South Umpqua
Gazley Road
Douglas County
Project Assessment

DATE: November 24, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's September 24 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

NOTED
R. L. SCHROEDER

RECEIVED
NOV 25 1975
Office of
Assistant State Highway Engr.

RECEIVED
STATE HWY ENGR
NOV 25 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy - Schroeder

8545

PRO 6
OSR
Doug Co

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GC [illegible]

P. B. KLABOE
Administrator and
State Highway Engineer

Mr. George Grubb
Director of Public Works
Douglas County
Courthouse, Room 219
Roseburg, OR 97470

October 30, 1975

Dear Mr. Grubb:

This will acknowledge your letter of October 27, 1975, forwarding an advance deposit for preliminary engineering in the amount of $4,730 in connection with the Off-System Roads Program project for reconstruction of the Gazley Road bridge near Canyonville.

By a copy of this letter, it is being forwarded to Mr. V. E. Skoog, Fiscal Officer, for routine handling.

Also by a copy of this letter, I am asking the Project Management Section to proceed to program federal funds for preliminary engineering with the Federal Highway Administration. As soon as formal approval is granted, you will be advised and your consultant can begin the work.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

[illegible] SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
V. E. Skoog
Jack McCormick
Curt Duval
W. A. Palmateer

RECEIVED
COUNTY & CITY SECTION
NOV 17 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

ENTERED ON STATUS RECORD

8545

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

October 28, 1975

RHP

FROM: Robert H. Prange
Rural Engineer

SUBJECT: OSR Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer

Project #OS-1000(1)

County: Douglas Section: S. Umpqua River (Gazley) Bridge Section

Termini: Approximately one mile NW of Canyonville

Proposed Work: All phases of P.E. and structure

Project Length: Approximately 600 feet

Costs		Total	Federal	County
P.E.	Consultant	$ ~~18,700~~ 20,000	$ ~~14,586~~ 15,600	$ 4,114 4400
	State	1,500	1,170	330 ~~430~~
Construction		324,800	253,344	71,456

Existing Facilities: Existing Structure is a 308-foot long through truss bridge, 13 foot 6 inch roadway.

Adjacent Sections

North End

- 20-foot bituminous travel surface, no shoulders

South End

Project Data: All phases of P.E.
Construct a reinforced concrete bridge approximately 300 feet long with a 30-foot roadway, and furnish guardrail and stock pile at site. County will construct the approaches and connections, remove and dispose of the existing bridge, place riprap, install guardrail and sign project outside work area. Engineering is to be done by consulting firm (Oregon Bridge Engineering Co.)

Right-of-Way: 60 feet Access Control: none

Railraod Crossing: none

Minumum Design Standards: no deviation from standards

System Action: none-Off System

Route Data: This is a farm to market, school bus and mail route.

Public Hearing: not required

Environmental Assessment:

Park and Recreation Area Affected: none

Relocation Assistance: no one moved

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Social, Economic and Environmental Effects Considered: yes

Location and Design Approved:

Clearinghouse Approved:

Council of Governments:

U. S. Army:

Approved by D.O.T.: 8/27/75

ADT: 390 present DHV: 50

HR:dp

Attachments

8545

75

Cross Reference To:

Ont 5-2
Douglas

October 22, 1975

Board of County Commissioners
Douglas County
Courthouse
Roseburg, OR 97470

Attention: Doris Wadsworth
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5421

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Gazley Bridge Section on Gazley Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

Doug & Curry

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 15, 1975

FILE:

File

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer
B U I L D I N G

SUBJECT: Two Consultant Agreements
(1) Off-System Project
S. Umpqua River (Gazley) Bridge
Douglas County
(2) FAS-C Project
Hunter Creek Bridge
Curry County

Attached for your approval is one copy each of the two subject consultant agreements. These agreements were drawn up using the standard form having FHWA concurrence. The engineering fees have been checked by the Bridge Section and found to be reasonable.

If you approve, please sign both agreements on the signature page and the consultant's certification, and return both agreements for further processing.

RHP:scr

Attachments

3 copies of approved agreement sent to Glen Clark – 4/27/76

RECEIVED
STATE HWY ENGR
OCT 16 '75
REFER TO
FOR
Info | Inves | R.D | D.R | Sec | St | File

OCT 17 1975

RECEIVED
COUNTY & CITY SECTION
OCT 17 1975
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CONSULTANT AGREEMENT
OFF-SYSTEM ROADS PROGRAM

THIS AGREEMENT, made and entered into by and between Douglas County, acting by and through its Board of Commissioners, hereinafter referred to as "County", and the firm of Oregon Bridge Engineering Company, an Oregon corporation, whose office address is 223-M North "A" Street, Springfield, acting by and through its Company Officers, hereinafter referred to as "Consultant";

W I T N E S S E T H

RECITALS

1. County plans and proposed to construct The Gazley Bridge over the South Umpqua.

2. County has determined that they do not have the necessary personnel to perform the required work and it is advisable and desirable to engage the professional services and assistance of Consultant. County has further determined that Consultant is adequately staffed and suitably equipped to perform the engineering services required for completion of the project in a satisfactory, economical and expeditious manner.

3. Attached hereto, marked Exhibit "A", and by this reference made a part hereof, is a copy of Consultant's proposed work program, including the cost basis schedule for payment of fees. Hereinafter, said work shall be referred to as "project".

NOW, THEREFORE, in consideration of these premises and of the mutual covenants herein set forth, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY CONSULTANT

1. Consultant shall perform all the necessary work and services outlined in the attached Exhibit "A", and shall confer with County during the project, whenever it is deemed necessary.

2. Consultant shall maintain or establish a working office within the State of Oregon, or in the close proximity of the project, that will be convenient to County, State Highway Division and Federal Highway Administration for the review and discussion of the work as it progresses.

3. Consultant shall present bills directly to County for the cost of work performed in accordance with the provisions of Exhibit "A".

THINGS TO BE DONE BY GOVERNMENT AGENCIES

1. County shall, immediately upon final approval and execution of this agreement, assign a liaison or contact person to be responsible for review of Consultant's work, and to receive, audit, approve, and forward to the State Highway Division all billings from Consultant.

2. County shall pay 100 percent of the difference between the actual total cost of the project and the amount contributed toward the cost of the project by the Federal Government.

3. County shall execute this agreement during a duly authorized session of its Board of Commissioners.

4. The parties expect that, pursuant to an agreement between Douglas County and the Oregon Department of Transportation, Highway Division ("State") shall assign a liaison engineer to review Consultant's work and approve billings submitted by Douglas County, that all approved billings from the Consultant shall be paid by the State and, upon completion of the project, State shall submit all claims for federal participation to the Federal Highway Administration.

5. Upon execution of this agreement, Douglas County shall request that State shall forward the agreement to the Federal Highway Administration for approval in the manner prescribed by federal regulations and that, upon approval, a letter of notification be sent to Consultant allowing work on the project to proceed.

GENERAL PROVISIONS

1. Time. It is agreed that the Consultant shall start performance under this contract not later than 30 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 180 calendar days thereafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County, or due to weather conditions, or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

2. Payment.

a. Preliminary and Design Engineering Fee. In consideration of terms and obligations of this agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of $16,900.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling.

b. Construction Engineering Fee. The County also agrees to pay to the Consultant as full compensation for construction engineering services herein described, based on the Consultant's actual cost plus a fixed amount for profit, not to exceed $ 30,000.00 except as stipulated in paragraph 14 under GENERAL PROVISIONS.

c. No retained percentages will be withheld from Consultant's bills.

3. Retention of Records and Documents. The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorzed representatives of the Federal Government, and copies thereof shall be furnished if requested.

4. Endorsement. Consultant shall place his endorsement on all engineering data furnished by Consultant.

5. Covenant Against Contingent Fees. Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this agreement, and that Consultant has not paid or agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, County shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage, fee, gift or contingent fee.

6. Design Standards. The design standards and procedures for this project shall be governed by the "Geometric Design Guide for Local Roads and Streets", Part 1-Rural, published by AASHTO, 1970.

7. Project Developement, Methods and Forms. The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

8. Ownership of Documents. All data to be furnished by Consultant under this agreement shall be delivered to and become sole property of the County.

9. Termination. The County reserves the right to terminate this agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultant's services are, in the judgment of County, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminates this agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following paragraph 10 "Disputes".

10. Disputes. Should any dispute regarding this agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final

11. Responsibility for Claims and Liability. Consultant shall save and hold harmless the County, its officials and employees from all claims, suits or actions of whatsoever nature caused by or arising out of the negligence of Consultant, its subcontractors, agents or employees under this agreement.

12. Compliance with Laws. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations including, but not limited to, Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Highway Act; and titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Furthermore, such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by this reference and Consultant shall comply with the obligations and other provisions of said laws the same as though such obligations and provisions were fully set out herein.

13. Assignment, Transfer or Subcontracting. Except as may be specifically provided herein, Consultant shall not assign, transfer or subcontract this agreement, any part hereof or any part of the work covered by this agreement, without the prior written consent of County and any such assignment, transfer or subcontracting without such prior written consent shall be grounds for immediate termination of this agreement by the County. No consent of County shall be given in any case, however, to any subcontracting in excess of 50 percent of the work of Consultant under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

14. Changes in Work. In the event the County decreases or increases the amount of work specified under this agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the State, this agreement shall be amended

or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State and the Federal Highway Administration.

If any amendment or supplement is made to this agreement covering changes not within the scope of the services to be supplied herein, and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State and the Federal Highway Administration in writing before proceeding with the changes specified therein.

15. Successors and Assigns. The provisions of this agreement and all rights and obligations hereunder shall extend to and bind the approved successors, assigns, transferees, and subcontractors of Consultant and any successor as assign of County.

16. Certificate. The executed certificate attached hereto and marked Exhibit "B" is by this reference made a part of this agreement

17. Prohibition Against Hiring Certain Personnel. The Consultants shall not engage on a full- or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration of the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

18. Equal Opportunity. During the performance of this agreement, Consultant, for itself, its assignees and successors in interest, agrees as follows.

a. Compliance with Regulations. Consultant shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

b. Nondiscrimination. Consultant, with regard to the work performed after award and prior to completion of the agreement work, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix "B" of the Regulations.

c. Solicitations for Subcontract, Including Procurements of Materials and Equipment. In all soliciations either by competitive bidding or negotiation made by Consultant for work to be performed under a subcontract, including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by Consultant of Consultant's obligations under this agreement and Regulations relative to nondiscrimination on the grounds of race, color or national origin.

d. Information and Reports. Consultant will provide all information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by State or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance. In the event of Consultant's noncompliance with the nondiscrimination provisions of the agreement, State shall impose such agreement sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) Withholding of payments to Consultant under the agreement, until Consultant complies; and/or

(2) Cancellation, termination or suspension of the agreement, in whole or in part.

f. Incorporation of Provisions. Consultant will include the provisions of paragraph 18A through 18F in every subcontract, including procurements of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. Consultant will take such action with respect to any subcontract or procurement as State or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event Consultant becomes involved in, or

is threatened with, litigation with a subcontractor or supplier as a result of such direction, Consultant may request State to enter into such litigation to protect the interests of State, and, in addition, Consultant may request the United States to enter into such litigation to protect the interests of the United States.

19 Juricdiction. This agreement shall be governed as to validity, interpretation and performance by the laws of the State of Oregon and to the commencement and maintenance in the State of Oregon by State or any third party of any suit, action or proceeding based on any claim arising out of or in connection with Consultant's work under this agreement. In the event that Consultant is a corporation, but not an Oregon corporation, Consultant shall obtain a certificate of authority to do business in the State of Oregon from the Corporation Commissioner of the State of Oregon before entering into this agreement. If such certificate is not obtained by Consultant, however, at the time it enters into this agreement, then Consultant hereby appoints the Corporation Commissioner of the State of Oregon as Consultant's agent for service of process in connection with Consultant's work under this agreement. Provisions of Oregon law applicable to public contracts of this type are hereby incorporated.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. Douglas County officials have acted in this matter purusant to Ordinance or Resolution No. 1093 adopted by its Board of Commissioners on the 30th day of July, 1975.

CONSULTANT, by and through its Company Officers

Firm Oregon Pondge Engr Co

BY W C Schaefer

CONCURRENCE

OSHD E S Hunter

Date 10-17-75

FHWA P.E. Approval

Date 12-15-75

COUNTY by and through its Board of Commissioners

BY

BY John I Smith

BY Ray L Dorris

ATTEST

Doris L Wadsworth
City Recorder/County Clerk

CERTIFICATION OF CONSULTANT

I hereby certify that I am the GENERAL MANAGER and a duly authorized representative of the firm of Oregon Bridge Engineering Company, whose address is 223-M North "A" Street, Springfield, Oregon, and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or,

(c) paid or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any).

I acknowledge that this certificate is to be furnished to the State Highway Division.

7-25-75
DATE

W A Palmateer
SIGNATURE

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the Deputy State Highway Engineer of the Highway Division of the State of Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to:

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person or organization, any fee, contribution, donation, or consideration of any kind, except as here expressly stated (if any).

10-17-75
DATE

E S Juneau
SIGNATURE

EXHIBIT B

OREGON BRIDGE ENGINEERING CO.

STATEMENT OF DIRECT COSTS AND OVERHEAD COSTS

AS OF MAY 31, 1974

DIRECT COSTS		
Salaries and payroll taxes		$184,140
Outside services		9,641
Blueprinting		977
Travel, entertainment and promotion		926
Other costs		9,569
	Total	$205,253
OVERHEAD COSTS		
Administrative and office salaries and payroll taxes		70,406
Equipment lease and rental		630
Office supplies and expense		9,126
Office rent		6,300
Telephone		2,944
Travel, entertainment and promotion		4,764
Utilities		571
Taxes and licenses		543
Auto expense		160
Employee insurance		7,313
Professional services		782
Dues and subscriptions		1,430
General insurance		10,057
Depreciation		10,723
Contributions to profit sharing and pension trust		38,422
Interest expense		440
Miscellaneous expense		2,977
Transportation repairs and maintenance		8,641
	Total	$176,229
PERCENT OF OVERHEAD COSTS TO DIRECT COSTS		85.85%

EXHIBIT A

METHOD OF ARRIVING AT CHARGEABLE RATES

Effective as of July 1, 1975

	Chief Design Engr.	Chief Const. Engr.	Design Engr.	Project Engr.	Jr. Design Engr.	Jr. Field Engr.
HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month)	11.25	10.67	7.93	7.64	5.19	5.48
PAYROLL TAXES - 9.633 maximum	1.03	.97	.60	.70	.39	.50
VACATIONS, HOLIDAYS, SICK LEAVE	1.25	1.10	.88	.85	.60	.63
PENSION PLAN - 8%	.90	.85	.63	.61	.42	.44
HOSPITALIZATION & INSURANCE	.56	.54	.42	.15	.32	.33
ACTUAL CHARGEABLE RATES	14.99	14.13	10.46	9.95	6.92	7.38
RATES USED	15.00	14.15	10.45	9.95	6.90	7.40

EXHIBIT A

SYNOPSIS OF ENGINEERING DESIGN COSTS

		HOURS
I.	**PRELIMINARY PHASE**	
1.	Survey	60
2.	Preliminary Design, Reports, Etc.	160
3.	Foundation Investigation	40
II.	**DESIGN PHASE**	
1.	General Consulting	50
2.	Structural Design and Detailing	200
3.	Drafting	150
4.	Specifications and Contract Documents	30
5.	Final Revisions, Checking, Etc.	40
		730

EXHIBIT A

SUMMARY OF PRELIMINARY ENGINEERING

Project Supervision	80 Hours	$ 1,200
Project Engineering	370 Hours	4,100
Drafting	150 Hours	1,100
Vicinity Maps - Surveying	60 Hours	550
Specifications, Etc.	30 Hours	500
Foundation Analysis - Supervision	40 Hours	350
		$ 7,800±
Overhead Allowance @ 85.85%		6,700±
		$14,500
Travel	$90	
Expenses	80	
Blueprinting & Supplies	30	$ 200
Profit 15%±		$ 2,200
		$16,900

Estimate for Foundation Drilling $ 1,800

EXHIBIT A

CONSTRUCTION ENGINEERING ESTIMATE

ESTIMATED PROJECT COST **$340,000**

Fixed Fee for Construction Services			$ 3,500
PLUS			
Salary Costs - On site Engineering			
	DAILY	WEEKS	
Supervisory Engineer	$125	8 days	1,000
Project Engineer	75	15	5,625
Assistant Engineer	65	10	3,250
Survey and Layout	200	3 days	600
Precast Inspection	65	5 days	325
			$10,800
Overhead Allowance (Estimated) 85.85%			9,270
Expenses and subsistence		27@$70	1,890
Vehicle Expense		27@$30	810
Misc. Job Supplies			330
		Construction Engineering 7.8%	$26,600

total engineering not to exceed $30,000 without prior approval.

These costs, except for fixed fee, are an estimate only and actual salaries and overhead expenses will be those in effect at the time of construction

EXHIBIT A

8545

Rulien

PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. George E. Grubb
Director of Public Works
Douglas County
Courthouse, Room 219
Roseburg, OR 97470

October 7, 1975

Dear Mr. Grubb:

This will acknowledge receipt of three signed copies of the construction-finance agreement for the Gazley Road Off-System Roads Program project.

We have all the agreements, assessments and Transportation Commission approval and therefore we need an advance deposit of 22% of the cost of preliminary engineering for this project.

Our records show that your consultant estimates the total cost of preliminary engineering at $18,700, including foundation drilling, and the state's estimated cost in preliminary engineering is $2,800.

Please forward your check for $4,730 to this office.

Agreement to Hunter 10-14-75 DKP

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L.W. Rulien
Jack McCormick

RECEIVED
COUNTY & CITY SECTION
OCT 14 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

BJR

OCT - 9 1975
NOTED
D. E. SWAN

DOUGLAS COUNTY, OREGON
FILED
OCT 1 1975
DORIS L. WADSWORTH, Co. Clk.
CLERK

IN THE BOARD OF COUNTY COMMISSIONERS FOR DOUGLAS COUNTY, OREGON

In the Matter of Construction-Finance Agreement Off-System Project, RE Gazley Bridge Section, County Road #35

RESOLUTION OF INTENT

This matter coming on for hearing before the Board of County Commissioners on presentation of a Construction-Finance Agreement by and between the State of Oregon, by and through its Department of Transportation, Highway Division, and Douglas County for the Gazley Bridge Section of Gazley County Road #35; and

It appearing to said Board of Commissioners that it is in the public interest to proceed with execution of said agreement;

NOW, THEREFORE, IT IS HEREBY RESOLVED that the agreement as hereinabove described be entered into by Douglas County.

Dated this 1st day of October, 1975.

BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, OREGON

L. W. Michaels, Chairman

John T. Truett, Commissioner

Ray E. Doerner, Commissioner

Form E-39 351 1-7

8545

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

D'S R. 1/
Doug Co

Section Gazley Bridge — Date September 30, 19 75

Highway Gazley Road (County) — Authorization No. 1

County Douglas — Survey Prefix 210-1952 (Assigned by Salem office)

Description of termini, route, length, etc.:

Project is located at the Gazley County Road crossing of the South Umpqua River, Section 27, T. 30 S., R. 5 W, W.M.

RECEIVED
COUNTY & CITY SECTION
DEC 18 1975
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

Purpose of survey: To review construction plans and specifications prepared by a consulting engineering firm for a bridge replacement.

Estimate of cost:

	Field	901	100
	Plans	905	500
	Bridge	906	1,000
	Hydraulics	918	500
	Proj. Mgt	920	100
	Specifications	921	400
	Environmental	923	200

05-1000(1)

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,800

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

..... Field Engineer

Recommended for Approval:

J. X. Wilson
..... Division Engineer

Recommended for Approval:

Kurt D. Wolfe
Location ..... Engineer

Approved:

Ass't Ed Hunter
..... State Highway Engineer

State Printing 2M

OFF-SYSTEM

12-13-75
05

8345

Cross Referenced to: Ent 5-2. Douglas

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 19, 1975

TO Oregon ~~Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed OSR Projects**

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Road (OSR) projects on rural roads and streets. The projects requested by the local agencies are listed as follows:

COUNTY-REQUESTED PROJECTS

Clackamas County. Construct a 32-foot wide concrete "T" beam and continuous concrete deck structure 190 feet long on the Petes Mountain Road (Weis Bridge). The estimated cost of this project is $462,000.

Clatsop County. Construct two 23-foot by 68-foot structures on the Klaskanine River (Rock Bluff and Smiley's Hole Bridges). The estimated cost of this project is $190,000.

Douglas County. Construct a 30-foot wide concrete structure approximately 300 feet long on the South Umpqua River (Gazley Bridge). The estimated cost of this structure is $345,000.

Grant County. Grade, drain and base the Oxbow section of the Middle Fork, John Day River Road. The estimated cost of this project is $500,000.

Lane County. Grade, drain, base and pave a seven-mile section starting at State Primary Highway No. 36, northerly on the North Fork, Siuslaw Road. The estimated cost of the project is $500,000.

CITY-REQUESTED PROJECTS

City of Canby. Grade, drain, base and pave N. Second Avenue, N. Third Avenue and N. Juniper Street sections. The estimated cost of the project is $102,000, of which $2,000 is 100 percent city costs.

City of Coquille. Grade, drain, base and pave Collier Street from 10th Street to 16th Street. The estimated cost of the project is $120,000, of which $20,000 is 100 percent city costs.

The total estimated cost of these projects is $2,219,000, of which $1,713,660 will be Federal costs, and $505,340 will be the responsibility of the local agencies. There will be no cost to the state.

These projects will be on the agenda for the August 27 meeting, and I recommend your approval.

Attachments

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
Jack Graham
Gary Sund

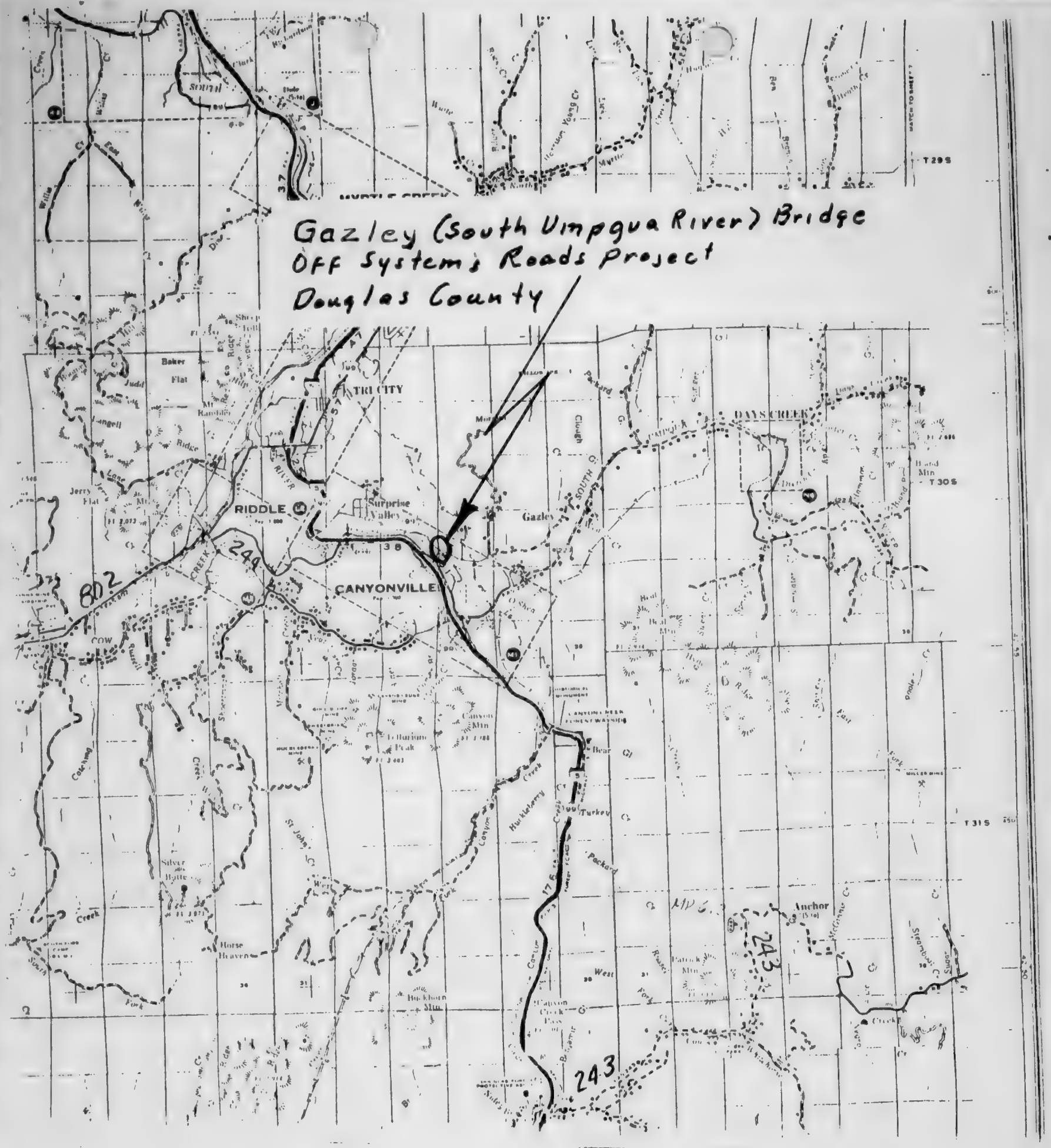
FFH:scr jwa

DOUGLAS COUNTY
Proposed OSR Project

Project No. OS-1000(-)
Gazley (South Umpqua River) Bridge
Structure
$345,000

Construct a 30-foot wide concrete structure approximately 300 feet long. No additional right-of-way is required. Utilities are not involved. County will use the services of a consultant (Oregon Bridge Engineering Company).

Gazley (South Umpqua River) Bridge
Off System's Roads Project
Douglas County



8545

OS-1000(1)

COUNTY ROAD OFF SYSTEM PROJECT REQUEST

Name of County *Douglas* FAS No. _____ Date *July 17, 1975*
County Road Name _____
Section Name *Gazley Bridge*
Type of Project *Bridge Construction*
Location of Project (Attach sketch map) *Attached*
ADT *390* Design Speed *55*

Is this request for county bridge design only? Yes *x* No _____
county FAS bridge design? Yes _____ No *x*
Will County hire consultant for this project? Yes *x* No _____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type _____ Total Travel Width _____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type _____ Width Each Side _____
(AC, Pug Cold Mix, Oil Mat) Total Top Width _____

3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract _____

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract _____
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract _____

6. Binder Course:
By County _____ County Date of Completion _____ By Contract _____

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract _____

8. Clearing:
By County _____ County Date of Completion _____ By Contract _____

9. Curbs:
Curbs Required? Yes _____ No _____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
_____
Width between curbs _____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____No_____
If answer is No, which of the following applies?
Contrary to public safety_____Cost excessive to need or use_____
Sparse population_____Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____No_____

12. Will replacement be by: County_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____No_____

26. Will detour be constructed & maintained by Contractor? Yes_____No_____

27. Will County sign project outside work area during construction?
Yes_____No_____

28. Will Contractor sign project outside work area during construction?
Yes_____No_____

29. Should contract provide for permanent signing? Yes_____No_____

30. Should State do permanent signing? Yes_____No_____

31. Will traffic signals be required? Yes_____No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream *South Umpqua*

2. Name of bridge *Gazley*

3. Dimensions of existing bridge. Length *307'* Roadway Width *13'-7"*

4. Type of design and material used in existing bridge.
Basically steel truss and approaches.

5. Location (please attach map with location marked):
Section *21* Township *30S* Range *3W* W.M.

6. Desired width of proposed bridge *30'* Approx. length *300'*
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No x
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes x No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) *Basically concrete*

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No x
Explain_____

10. Foundation Testing: By County? Yes x No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No x

12. Can presently established road be used as detour? Yes x No_____

13. Must a new detour be constructed? Yes_____ No x

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes x No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No x

18. Approaches or Connections by County Yes x No_____
by Contractor Yes_____ No x
Traveled surface: Type *AC* Width *20'*
Shoulder surface: Type *Gravel* Width *4'*
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No x

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. **Guardrail:** Desired on approaches or connections: Yes x No_____
By County x Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes x No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No x
Use for detour? Yes x No_____
Removed by County? Yes x No_____
Removed by Contractor? Yes_____ No x
Salvaged by Contractor for County? Yes_____ No x
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes x No_____
By Contractor? Yes_____ No x

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No x Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No x Size_____
Company_____
c. Storm sewer: Yes_____ No x Size_____
Company_____
d. Gas mains: Yes_____ No x Size_____
Company_____
e. Power lines: Yes_____ No x Size_____
Company_____
f. Telephone lines: Yes_____ No x Size_____
Company_____
g. Other Utilities:_____

24. Does County wish provisions made for future utility attachment to structure? Yes x No_____

25. Does County wish lightpost bases and conduit installed?
Yes_____ No x

26. Does County wish complete job of illumination in project?
Yes_____ No x

27. Is project contingent upon other factors? Yes_____ No x
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes _____ No x
   By Consultant? Yes x No _____
   By County? Yes _____ No x
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes x No _____

3. Construction plans and specifications to be prepared:
   By State? Yes _____ No x
   By Consultant? Yes x No _____
   By County? Yes _____ No x

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No x

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No x
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum *60'* Minimum _____

2. Is any additional right-of-way needed? Yes _____ No *x* (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes ____ No *x*

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes ____ No *x*

5. Should State prepare options? Yes ____ No *x*

6. Should material source site be included in right-of-way descriptions?
Yes _____ No *x*

7. Is there any merchantable timber on right-of-way?
Yes _____ No *x*

8. Will timber be reserved for owner? Yes _____ No *x*
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No *x*

10. Is a hearing necessary? Yes _____ No *x*
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No *x*
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes *x* No _____
If yes, give type and name of utility company: _____
Pacific Power & Light

13. Are utilities on existing right-of-way by permit *x* or by franchise _____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No *x*
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes _____ No *x*

16. Name of Railroad _____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____.

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 345,000

2. Available TAS Funds $ _____

3. Does County wish advancement of future Federal funds? Yes ____ No x
   Amount _____

4. Date match money is available _____

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: 1976

Remarks, re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By John J. Smith
County Commissioner

By Ray E. Duncan
County Commissioner

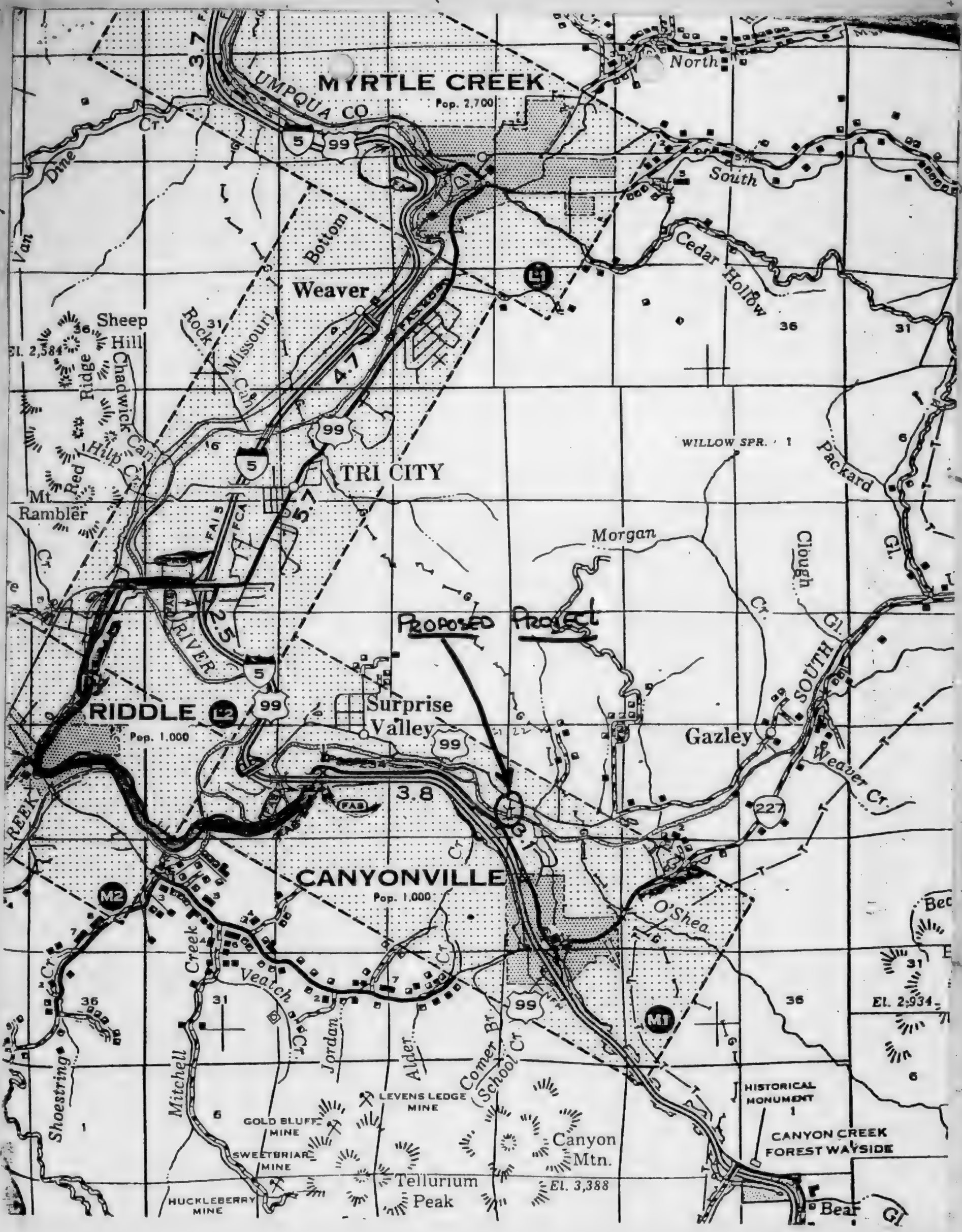
By George E. Smith
County Engineer or Roadmaster

_____
O.S.H.D. Field Engineer

Date _____

County Douglas

Date July 21, 1975


MYRTLE CREEK
Pop. 2,700
UMPQUA CO
North
South
Van Dine Cr.
Bottom
Weaver
Cedar Hollow
Rock Creek
Missouri
Sheep Hill
El. 2,584
Ridge
Chadwick Cn.
Hilp Cr.
Red
Mt. Rambler
TRI CITY
WILLOW SPR.
Packard
Morgan
Clough
Gl.
Cr.
PROPOSED PROJECT
RIVER
RIDDLE
Pop. 1,000
Surprise Valley
Gazley
SOUTH
Weaver Cr.
CANYONVILLE
Pop. 1,000
O'Shea
Veatch
Jordan
Alder
Comer Br
School Cr
Mitchell
Shoestring
LEVENS LEDGE MINE
GOLD BLUFF MINE
SWEETBRIAR MINE
HUCKLEBERRY MINE
Tellurium Peak
Canyon Mtn.
El. 3,388
HISTORICAL MONUMENT
CANYON CREEK FOREST WAYSIDE
El. 2,934
Bear
3.7
4.7
5.7
2.5
3.8
99
5
227
FAS
FAI 5
FCA

8545

Cross Referenced To:
9.4 3-2
Douglas

Robert W. Straub
XXXXXXXXXXX

May 23, 1975

The Honorable Jason Boe
President, Oregon State Senate
State Capitol
Salem, OR 97310

Dear Senator Boe:

On May 7 I wrote Robert B. Helms, City Administrator of Myrtle Creek, a letter concerning the South Umpqua River Bridge leading into Myrtle Creek. A copy of my letter was sent to you. On the same day, I received your letter urging early consideration for construction because of the hazardous condition of the bridge.

We have analyzed the reported accident record for the past five years and find there have been only four accidents during this period (three daytime and one nighttime), with one injury. Considering that traffic is fairly heavy, the accident record is very light. A copy of our analysis is enclosed.

In light of the accident record, we cannot make a case for replacement on the basis of hazardous conditions.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

FBK:ja

Enc.

cc The Honorable Robert Stults
The Honorable Richard Bonebrake
Mr. Robert B. Helms

bc/enc. A. E. Johnson
E. S. Hunter
J. H. Versteeg
L. W. Rulien
Alfred Shirley
Ralph Sipprell

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Myrtle Creek County Douglas
Intersection of Main St. and Umpqua Bridge
Highway Number 237 (Ore. 99) MP 0.25 to MP 0.55
Period Covered 1-1-70 12-31-74
Compiled by [illegible] Drawn by _____ Date 5-12-75

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

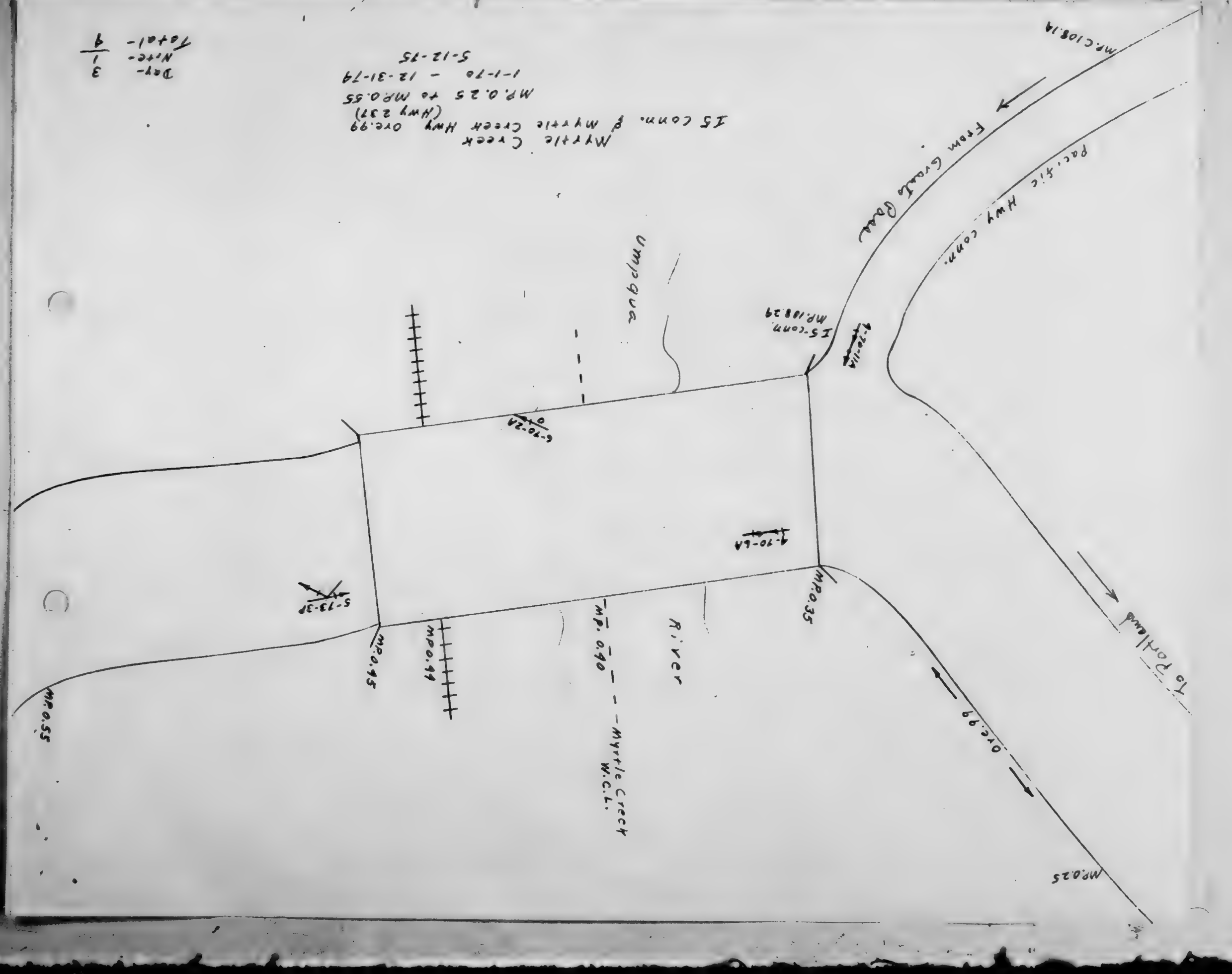
Day- 3
Nite- 1
Total- 4

Collision Type	1970-1971				1972				1973				1974				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on			1	1															1	1
Rear-end			1	1															1	1
Sideswipe											1	1							1	1
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object		1		1														1		1
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	2	3				0			1	1				0		1	3	4

Form E-261-6-70

Myrtle Creek
I5 Conn. & Myrtle Creek Hwy Ore.99
(Hwy 237)
MP. 0.25 to MP 0.55
1-1-70 - 12-31-79
5-12-75

Dept- 3
Note- 1
Total- 9



JASON D. BOE
President

OFFICE OF THE PRESIDENT
OREGON STATE SENATE
SALEM, OREGON 97310
(503) 378-8173

May 7, 1975

Mr. Fred Klaboe
Administrator
Oregon State Highway Division
140 State Highway Building
Salem, Oregon

Dear Fred:

Having crossed the narrow, dangerous bridge across the South Umpqua on numerous occasions, I can testify to the danger it presents to the people of the Myrtle Creek area. I hope you can give this project an early priority on the construction budget. The people of the Myrtle Creek area have been more than patient and, in my opinion, now deserve immediate attention.

Very truly yours,

Jason Boe
President
Oregon State Senate

JB:neb

RECEIVED
STATE HWY ENGR
MAY 8 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8545

24 5 2
Douglas

May 7, 1975

Mr. Robert B. Helms
City Administrator
City of Myrtle Creek
Myrtle Creek, Oregon 97457

Dear Mr. Helms:

At our recent meeting you presented me with a petition from 740 residents of Myrtle Creek asking that consideration be given to upgrading the bridge over the South Umpqua River leading into Myrtle Creek. You also stated that the project was scheduled for a 1978 Tetting.

As I advised you, this bridge is substandard as to width, being only 19 feet, 4 inches wide. There is no question that it needs work.

The estimated cost of the work is about $1 million and the Myrtle Creek Highway is a secondary highway eligible for federal aid rural secondary funds. Oregon receives only $3.2 million of secondary funds a year and those funds have been committed to other jobs for several years into the future.

I do note, however, that Council of Government District No. 6 placed this project as their second choice for a bond project under the proposed $150 million bond issue. Because of our dire financial situation, the State Transportation Commission has decided to sell only the first $25 million and allocate appropriate shares of this sum to each Council of Government. Your COG has been allocated $2 million for the Drain-Anlauf Section, their first choice.

The Governor has proposed a tax package including a 2¢ gas tax, plus an equivalent weight-mile increase. If this package becomes law, he has recommended to the Legislature that the State allocate some of these increased revenues to going ahead with the bond jobs. If this comes to pass, the Myrtle Creek Bridge would be financed and we could go ahead with the work in 1976 or 1977.

You may not be aware of the severe federal restraints we have on highway funds. Each year Oregon gets more than $73 million for the Interstate System. These funds cannot be used for any other highways and are lost to Oregon if not spent on our 700+-mile Interstate System. At the same time, we have 6,600 miles of rural primary and secondary roads badly in need of repair. About $11 million is earmarked for primary highways like US101 (Coast Highway) and US38 (Drain to Reedsport Highway) and the aforementioned $3.2 million for secondary roads such as yours. We think this heavy financing of the Interstate System, to the detriment of other roads, should be changed and some of the funds allocated to the Interstate System should be allowed to be used on our primary and secondary roads. So far, however, this hasn't happened.

Your state legislators are aware of this problem and have introduced a memorial to Congress urging them to pass the necessary laws (copy enclosed). Perhaps, sooner or later, Congress will do something about this.

I am sorry I can't give you more encouragement. The bridge needs improvement, but sufficient funds to do the work are just not available.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

FBK:srb

cc: The Honorable Jason Boe
The Honorable Robert Stults
The Honorable Richard Bonebrake

bc: A. E. Johnson
E. S. Hunter
J. H. Versteeg
L. W. Rulien
Alfred Shirley

8545

City of Myrtle Creek

Myrtle Creek, Oregon 97457

April 30, 1975

Mr. Fred B. Klaboe,
Administrator and State Highway Engineer
Oregon State Highway Division
140 State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe,

Transmitted here-with are petitions signed by 740 residents of the City of Myrtle Creek and the surrounding area. These petitions pertain to the urgent need of widening or replacement of the present bridge or the installation of another bridge parallel to the present bridge, across the South Umpqua River leading into the City of Myrtle Creek, from the North.

I understand that this project has been scheduled for 1978.

In view of the urgent need I respectfully request on behalf of the City Council and the citizens, that the project be given priority for 1976.

I am also enclosing copies of letters that were written in August and September 1973, regarding this project.

Thank you for your assistance in this matter.

Sincerely,

Robert B. Helms
City Administrator

RBH/sh

cc: Jason D. Boe, President of the Senate
Robert Stults, Representative - District 45
Richard Bonebrake, Representative - District 46

Encl

8545

15

LIONS INTERNATIONAL CLUB

LIBERTY • INTELLIGENCE •

• OUR • NATIONS • SAFETY

MYRTLE CREEK, OREGON

13 March 1975

City Administrator
City of Myrtle Creek
Myrtle Creek, Oregon 97457

Dear Sir:

It has been brought to our attention that plans to renovate the bridge at the north end of town have been delayed. I and the members of the Club urge you to take those steps necessary to speed up the renovation process. The north entrance into Myrtle Creek represents a tremendous traffic hazard. Large trucks are restricted to single lane, one-way use. It is a safety hazard to two-way traffic.

Please keep us informed on this matter. If I or the Club members can be of any assistance, please do not hesitate to ask.

Yours truly,

David Campbell

David O. Campbell
President

8545

Southern Douglas County's Newspaper

THE MAIL

POST OFFICE BOX 729 TELEPHONE NO. 863-4821

MYRTLE CREEK, OREGON

In the Heart Of the World's Last Big Stand Of Douglas Fir

SCHERER

[redacted]

PUBLISHER

March 11, 1975

Mr. Robert Helms
City Administrator
Myrtle Creek
Oregon 97457

Dear Bob,

I feel strongly that the narrow bridge which leads into Myrtle Creek from the I 5 exit constitutes a hazard for two way traffic and that correcting this hazard should be given first priority from highway funding.

I understand that $12,345,000is available from the Oregon State Highway Division for highway construction, reconstruction or spot improvements and feel the improvment of Myrtle Creek's bridge should be done now.

I know you have been working hard on this project and if there is anything we can do to help you, please let us know.

Sincerely,

Sharon W. Scherer

Sharon W. Scherer
Co-Publisher

8545

City of Myrtle Creek

Myrtle Creek, Oregon 97457

September 19, 1973

Umpqua Regional Council of Governments
Douglas County Courthouse, Room 315
Roseburg, Oregon 97470

Gentlemen:

It has been brought to my attention that over 12 million dollars has been or will be made available from the Oregon State Highway Division for highway construction, re-construction or spot improvements on state highways within District 6.

The narrow bridge leading into Myrtle Creek from the north was constructed in 1921 and is a safety hazard to all of us who use the bridge.

I understand that the State Division of Highways has mentioned the construction of a new bridge across the South Umpqua at Weaver Road. Construction of such a facility at this location will be very detrimental to the City of Myrtle Creek.

Accordingly on behalf of the City Council and the citizens in this area, I respectfully request that Myrtle Creek be given a very high priority for the expansion or replacement of the present bridge or the construction of another bridge parallel to the existing bridge.

Support of this request by the Council of Governments will be greatly appreciated.

Sincerely,

Lee R. Winetrout
Councilman-at-large

8545

POLICE DEPARTMENT

City of Myrtle Creek

215 N. W. Pleasant ☎ Telephone 863-3311

Myrtle Creek, Oregon 97457

September 19, 1973

Umpqua Regional Council of Governments
Douglas County Courthouse
Room 315
Roseburg, Oregon 97470

Gentlemen:

This letter is a request for your careful consideration and any help you can give towards eliminating the hazardous conditions existing on Hwy. 99 at the narrow bridge just north of the Myrtle Creek City Limits and on the access route from the Freeway into Myrtle Creek.

Added lighting and signing of the area has greatly improved the situation but the bridge, being only 19'6", leaves little room for clearance on all sides when two eight foot trucks or buses meet on the bridge, less than twelve inches. Evidence of this can be seen by the number of scrapes and gauges in the bridge banasters.

Traffic is often obstructed by motorists that create one way traffic from being afraid to enter the bridge when there is a truck on it.

Since the bridge is outside our jurisdiction for accident investigation, I have no record of the number of accidents occurring on it. However, in the past I have witnessed many, some very serious.

During the high water in 1964, I personally drove across the bridge and witnessed its vibration and shaking, and was very concerned as to whether or not it would hold up against swift current and logs pounding against it.

Thanking you in advance for your consideration.

Sincerely,

James Pringle

James A. Pringle
Chief of Police
Myrtle Creek

8545

City of Myrtle Creek

Myrtle Creek, Oregon 97457

September 19, 1973

Umpqua Regional Council of Governments
Douglas County Courthouse, Room 315
Roseburg, Oregon 97470

Dear Sirs,

This letter is being written in support of a proposal recently requested on behalf of the City of Myrtle Creek to either expand or replace the present bridge leading into Myrtle Creek from the north across the South Umpqua River.

The present bridge was constructed some 50 years ago and is far inadequate for todays use.

I understand that the State Highway Division is giving some thought to the construction of a new bridge across the South Umpqua at Weaver road.

If a bridge or an overpass were constructed at Weaver Road, this would have an adverse effect on the northern end of our Fire District.

Myrtle Creek like so many other cities is growing and the need for a new bridge or the expansion of the present bridge leading in from the north is urgently needed.

Your consideration and support of an expansion to the present bridge or construction of a new bridge parallel to the present bridge is respectfully requested.

Sincerely,

Jim St Onge
Fire Chief

8545

Mrs. Samuel C. Nutt
827 Jackson Ave., P. O. Box 1024
Myrtle Creek, Ore. 97457
Sept. 19, 1973

Mr. Robert Helms
City Manager
City Hall
Myrtle Creek, Oregon 97457

Dear Mr. Helms:

May I add my voice to those in favor of building a more adequate access bridge into Myrtle Creek.

The narrow lanes and age of the present bridge cause me to hold my breath with nervousness each time I drive across it.

Please do what you can to improve our city by improving the bridge over the South Umpqua into Myrtle Creek. Thank you.

Sincerely,

Pauline N. Nutt

8545

P. O. Box II
Myrtle Creek, Oregon 97457
September 19, 1973

Council of Governments
Room 315, Court House
Roseburg, Oregon 97470

Gentlemen:

The South Umpqua River bridge at the North entrance to Myrtle Creek, Oregon has long been outdated and too narrow to handle the heavy flow of traffic that it has to carry.

It is very dangerous when heavy vehicles, passenger buses and school buses meet on this bridge.

The lighting has been of some benefit, but I believe that the bridge should be widened to accomodate the present day needs.

Respectfully,

Leonard A. Dyer

LAD:la

8545

75

South Umpqua Public Schools

DOUGLAS COUNTY DISTRICT NO. 19

Myrtle Creek, Oregon

DEALOUS L. COX, Superintendent

PRINCIPALS

DAVID CAMPBELL, South Umpqua High School
MARCELLA CHIAVARAS, Canyonville Elementary
RAY COFFENBERRY, Myrtle Creek Junior High
DONALD DICK, Tri-City Elementary
EARL MILLER, Myrtle Creek Primary

BOARD OF EDUCATION

MACK R. EUBANKS, Chairman
CHESTER A. EATON, Vice Chairman
DR. WILLIAM R. BAYLISS
WALTER F. ELGIN
JOHN H. MARKHAM, JR.
MICKEY A. MOORE
HARVEY D. RINGEN
WM. B. JOHNSON, Deputy Clerk

September 19, 1973

Umpqua Regional Council of Governments
Douglas County Courthouse
Roseburg, OR 97470

Dear Sir:

From the standpoint of student safety, School District #19, Myrtle Creek would heartily endorse either replacement or expansion of the existing Myrtle Creek bridge. It is our understanding that this project could be paid for through funds appropriated by the 1973 Oregon Legislature.

Sincerely yours,

William B. Johnson

William B. Johnson
Business Manager

8525

1/5

CALIFORNIA-PACIFIC UTILITIES COMPANY
215 N. Main
Myrtle Creek, Oregon 97457

September 18, 1973

Umpqua Regional Council of Governments
Douglas County Courthouse, Rm. 315
Roseburg, Oregon 97470

Gentlemen:

We wish to inform you that we support a recent movement of Myrtle Creek groups and individuals who call your attention to the inadequacy of the old bridge across the South Umpqua at the north entrance to Myrtle Creek on Old Highway 99.

We are aware that this landmark could possibly be structurally safe but it has, in our opinion, many other deficiencies. This bridge has a very high daily traffic count both ways. It is used continuously by loaded log trucks, and by school buses loaded with students who meet daily on this very narrow two-way structure. Ambulances and rural fire protection vehicles cross it many times on routine calls. It is a detriment to the downtown business of Myrtle Creek as well.

We urge your attention to direct a study toward it's replacement.

Thank you.

Very truly yours,

CALIFORNIA-PACIFIC UTILITIES CO.

D. K. Heard
District Manager

DKH:jn

8545

CHAMBER of COMMERCE

MYRTLE CREEK, OREGON

September 18, 1973

Umpqua Regional Council of Governments
Douglas County Court House
Roseburg, Oregon 97470

Dear Sirs:

The Myrtle Creek Chamber of Commerce is on record to do whatever is necessary to get some action on improvements or replacement of the State Highway bridge to the north end of Myrtle Creek, Oregon.

The present bridge is very inadequate and presents a safety hazard. The merchants of the City are losing business due to the hazards involved. One has only to inspect the bridge rails to get an idea of the amount of people who have scraped the sides. However, the State says they have no record of accidents on this bridge. We feel the reason is that the involved people are not reporting these accidents.

We strongly urge that some attention be given to this matter to alleviate the problems.

Sincerely,

J. E. Mattravers

J. E. Mattravers
President

JEM:omg

8545

City of Myrtle Creek

Myrtle Creek, Oregon 97457

September 17, 1973 .

Umpqua Regional Council of Governments
Douglas County Courthouse, Room 315
Roseburg, Oregon 97470

Gentlemen:

I have been a resident of the Myrtle Creek area for about 25 years and I would like to bring to your attention that the bridge leading into the city from the north is a hazard to those of us who use the bridge.

The bridge was constructed in 1921 and is very narrow and does not lend itself to todays needs.

As Building Inspector for the City, I would like to point out that the city is growing and the use of the bridge is continually increasing. We have had a population increase of about 6½% since 1971.

In view of the foregoing information, it is requested that the city of Myrtle Creek be given top priority for the widening of the present bridge or the installation of another bridge constructed parallel to the present bridge, the cost of which could be paid from the $12,345,000.00 which I understand is available from the Oregon State Highway Division for highway construction, reconstruction or spot improvements on state highways within District 6.

Thank you for your interest in and support of this request.

Very truly yours,

W.E. Williams

W.E. Williams
Building Inspector

WEW/lp

1545

1

Sept 17

Dear Sirs,

Surely the time has come for a new bridge over the Santa Ynez River here at Myrtle Creek. Two cars passing have much room between, Picky especially the wider ones look even closer. So two big trucks must really have a tight squeeze. I for one hate to cross when a big truck, the chip trucks etc are coming toward us.

So far we have never scraped the side nor collided with larger vehicles but are sure it is only the mercy of God that has spared us this far.

We are sure also the bridge must be built to carry the heavy continuous loads that go over there now.

So please before we have a serious tragedy (such as we had not a few years ago) let us have a new bridge.

Sincerely,

Jack Amante

Thank you

8545

City of Myrtle Creek

Myrtle Creek, Oregon 97457

August 13, 1973

Mr. Richard D. Reynolds
Umpqua Regional Council of Governments
Douglas County Courthouse, Room 315
Roseburg, Oregon 97470

Dear Mr. Reynolds,

Due to the narrow bridge leading into Myrtle Creek from the North, a very hazardous condition exists which should be corrected.

Accordingly, I respectfully request that Myrtle Creek be given priority for the widening, replacement or the installation of another bridge, the cost of which could be paid from the $12,345,000.00 which I understand is available from the Oregon State Highway Division for highway construction, reconstruction or spot improvements on state highways within District 6.

The support of the Umpqua Regional Council of Governments of this request will be appreciated.

Sincerely,

Robert B. Helms

Robert B. Helms
City Administrator

RBH/lp

8545
23

PETITION

TO IMPROVE OR REPLACE BRIDGE ACROSS SOUTH UMPQUA RIVER

We the undersigned residents of the City of Myrtle Creek, Oregon and surrounding area, here-by petition the Oregon State Highway Division to re-schedule our priority to 1976, for widening, replacement or installation of another bridge across the South Umpqua River leading into the City of Myrtle Creek from the North. The present bridge is over 50 years old and is very hazardous to life and property.

Name	Mailing Address	City
Sandra C. Lee	P.O. Box 285	Myrtle Creek Ore.
Verna Standridge	Drawer 1210	Myrtle Creek Ore.
Colby A. Killey	P.O Box 671	Riddle Ore
Alva Dain	P.O Box 597	Myrtle Creek Ore
Margie Owen	Box 40	Myrtle Creek Ore.
Vera Pinnell	Box 26	M.C.
Betty S Finstad	Box 509	Riddle
Verna Halchel	Box 68	Myrtle Creek
Vera Evans	Box J	Myrtle Creek. Ore
Denise Conrad	Box 1011	Myrtle Creek, Ore.
Dick Chaney	Box 189	Myrtle Creek, Oregon
Wm. T. Hughes	North Myrtle, Rt Box 117	Myrtle Creek, Oregon
Darrell Porter	P.O. Box 143	M.C., Oregon
Gladys Jackson	P.O Box 144	N. Myrtle Creek Oregon
Cecil Crager		
Wm. P. Pare	Box 190	S myrtle creek ore -
Robert F Scheier	PO Box 729	Myrtle Creek. Ore
M Walker	Box 55	Riddle Ore

We the undersigned residents of the City of Myrtle Creek, Oregon and surrounding area, here-by petition the Oregon State Highway Division to re-schedule our priority to 1976, for widening, replacement or installation of another bridge across the South Umpqua River leading into the City of Myrtle Creek from the North. The present bridge is over 50 years old and is very hazardous to life and property.

Name	Mailing Address	City
Sandra C. Lee	P.O. Box 285	Myrtle Creek. Ore.
Teresa Standridge	Drawer 1210	Myrtle Creek Ore.
Coley A. Killey	P.O Box 671	Riddle Ore
Alva Paine	P.O Box 597	myrtle creek Ore
Margie Dawn	Box 40	Myrtle Creek Ore.
Theresa Pennell	Box 26	M.C.
Betty S Finstad	Box 509	Riddle
Verna Halchel	Box 68	Myrtle Creek
Vera Evans	Box J	Myrtle Creek. Ore
Denise Conrad	Box 1011	Myrtle Creek. Ore.
Dick Chaney	Box 189	Myrtle Creek, Oregon
Wm. T. Haughton.	North Myrtle, Rt Box 117	Myrtle Creek, Oregon
Darrell Porter	P.O. Box 143	M.C., Oregon
Gladys Jackson	Po Box 144	N. Myrtle Creek area
Cecil Crager		
Wm. P. Pare	Box 190	S myrtle creek ore -
Robert F Scheer	PO Box 729	Myrtle Creek. Ore
W Walker	Box 55	Riddle Ore
Richard Harden	Box 31	Myrtle Creek Ore
Scott Heard	P.O. Box 766	Myrtle Creek
Kim Miller	P.O. Box 1437	"
Cheryl Turner	PO Box 1208	Myrtle Creek

4-10-75

8546 Main St.-Cedar St. 197
(Philomath) Sec. (S. 19th St.)
(Curbs & walks)

CFA 554C 5-18-77 , 1-14-76

9546

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

STATE COPY

CC:
OSHD (H S Coulter)
WASH D.C. (HHO-32)

4-12-78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Benton	OREGON

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
April 12, 1978	Bill Kappus, Area Engineer	SRS-000S(70)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
September 23, 1977	1/30/78	$\frac{60}{50} = 120$ %	50 days

APPROVED EXTENSIONS	LOCATION
5 days	19th Street from Main Street to Cedar Street in the City of Philomath, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CITY STREET (S. 19th STREET)
MAIN STREET-CEDAR STREET
CURBS & WALKS

This project provided for the construction of concrete curbs, walks, driveway connections and the installation of storm sewers.

Contract time overran by 10 days. A time extension of five days was approved. Five days of liquidated damages at $75/day were charged.

The final project cost was $64,439.18 which overran the original estimate by 1.5%.

A final inspection was made September 30, 1977.

All appropriate documentation has been received and the project is considered acceptable.

RECEIVED
STATE HWY ENGR
APR 19 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4-19-78
cy Kinney

COPY SENT
18 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Bill Kappus — Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE: G. K. Hossner — Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: Area Engineer	DATE: 4-13-78	TITLE: Field Operations Engineer	DATE: 4-17-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8546

9

February 3, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On February 1, 1978, we wrote to you concerning release of final payment on Contract No. 8546 awarded to Cushing Bros., Inc., for work on the Main Street-Cedar Street Section of S. 19th Street in Philomath, Benton County.

The total contract amount is $57,540.67 including $1,946.23 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cushing Bros., Inc.
P. O. Box 7215
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8546 11-30-77 Philomath

Main St. - Cedar St. (Philomath)
Prefix 302-1089
Contract No. 8546

NARRATIVE REPORT

This Federal-Aid, Safer Roads contract, in the amount of $55,409.00, was awarded July 14, 1977 to Cushing Bros., Inc.

The contract called for building curbs and sidewalks down both sides of S. 19th Street from Main to Cedar streets. A sizeable part of the work consisted of installing storm drains and inlets.

The contractor commenced work on August 15th, after nearly 40% of the alotted 50 Calendar Workdays had passed. There were no special problems with the design or during the construction. Progress, once started, was good.

Even so, the contractor ran ten days overtime. His request for time extension quoted weather, which was rainy at times, and extra work, which was minor, as reasons. He was granted an extension of six days.

The extra work was covered by PA-1, which allowed for a layer of topsoil on embanked areas behind the sidewalks, and EWO-1, which provided for installing a 6-inch PVC trunkline to carry water from roof downspouts to an inlet.

The project was completed September 23, 1977 and the final inspection was held three days later.

J. M. Martin
Resident Engineer

REFERRED TO
Beard Dorn
Cole Sample
Eriksen Watson
Hager Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
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NOV 30 1977
ENGINEERING SECTION

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STATEMENT OF OVERRUNS AND UNDERRUNS

Main St.-Cedar St. (Philomath)
City Street (S. 19th St.)
Benton County
Contract No. 8546 Prefix: 302-1089
F. A. No. SRS-0008(70)

ITEM	ORIGINAL AMT.	SEMI-FINAL EST.	PERCENT
Bid Items	55,409.00	55,350.77	-0.1%
Anticipated Items	50.00	0	-100.0%
Contingencies	2,495.66	2,489.82	-0.2%
Engineering	5,545.90	6,898.59	+24.4%
Total	63,500.56	64,739.18	+1.9%
Liquidated Damages: 4 days @ $75.00/day		-300.00	
	63,500.56	64,439.18	+1.5%

STATEMENT OF OVERRUNS AND UNDERRUNS

Main St.-Cedar St. (Philomath)
City Street (S. 19th St.)
Benton County
Contract No. 8546 Prefix: 302-1089
F. A. No. SRS-000S(70)

ITEM NO. & DESCRIPTION QUANTITY & UNIT	"AS CONSTRUCTED" QUANTITY	VARIATION	% OVERRUN OR UNDERRUN
1) Mobilization Lump Sum	100%	-0-	-0-
2) Temporary Protection & Direction of Traffic Lump Sum	100%	-0-	-0-
3) Temporary Signs 86 sq. ft.	76.6	-9.4	-10.9%
Sign installation as per contract special provisions.			
4) Temporary Barricades 6 each	6	-0-	-0-
5) Flagmen 160 hour	139.0	-21.0	-13.1%
Contractor's operations during later stages of construction didn't warrant use of flagmen.			
6) Clearing & Grubbing Lump Sum	100%	-0-	-0-
7) Removal of Structures and Obstructions Lump Sum	100%	-0-	-0-

ITEM NO. & DESCRIPTION QUANTITY & UNIT	"AS CONSTRUCTED" QUANTITY	VARIATION	% OVERRUN OR UNDERRUN
8) Embankment in Place 367 cu. yd.	156.5	-210.5	-57.4%
The grade was lowered to reduce the fill on adjacent properties and the embankment was reduced to accomodate topsoil under P.A. 1.			
9) Trench Excavation 269.0 cu. yd.	232.91	-36.09	-13.4%
Pipe grades were adjusted upward due to utility conflicts and subgrade lowered.			
10) 1/2"-0 Aggregate Base 380 cu. yd.	-0-	-100%	-100.0%
P. A. No. 2 - Item Deleted			
11) 12-inch Sewer Pipe 408 lin ft.	410	+2	+0.5%
Within close conformance to plan Quantity.			
12) 18-inch Sewer Pipe 224 lin. ft.	222	-2	-0.9%
Within close conformance to plan quantity.			
13) Extra for Pipe Under Pavement 110	119	+9	+8.2%
Actual pipe in pavement area.			
14) Contrete Inlets, Type G-1 8 each	8	-0-	-0-

ITEM NO. & DESCRIPTION QUANTITY & UNIT	"AS CONSTRUCTED" QUANTITY	VARIATION QUANTITY	% OVERRUN OR UNDERRUN
15) Concrete Walks 1015 sq. yd.	995.30	-19.7	-1.9%
Walks were reduced due to excess driveway area.			
16) Concrete Driveways 310 sq. yd.	388.6	+78.6	+25.4%
Some driveway widths lengthened to meet city standards and others to accomodate property owners.			
17) Concrete Curbs 2320 lin. ft.	2,428.5	+108.5	+4.7%
Curb radii extended to come tangent to side streets and private driveway curb extended to meet walk.			
18) Asphalt Driveways 150 sq. yd.	217.6	+67.6	+45.1%
Extra area paved at curb returns.			
19) 3-inch PVC Pipe 300 lin. ft.	261	-39	-13.0%
Pipes not extended past walk where fill too high for drainage.			
20) Setting Mailbox Posts 6 each	8	+2	+33.3%
Number of posts that required moving.			

ITEM NO. & DESCRIPTION QUANTITY & UNIT	"AS CONSTRUCTED" QUANTITY	VARIATION	% OVERRUN OR UNDERRUN
Price Agreements-			
1) Topsoil 60 cu. yd.	60.5	+0.5	+0.8%
Topsoil placed over fill slopes. Within close conformance to estimated quantity.			
2a) 1-1/2"-0 Aggregate Base 456 ton	455.90	-0.10	-0-
2b) 3/4"-0 Aggregate Base 129 ton	128.93	-0.07	-0-
This agreement replaces bid item No. 10, 1/2"-0 Aggregate Base. The combined quantities exceed the original 1/2"-0 quantity by 36 cu. yd. due to extensive pipe removal in shoulder area. The larger size aggregate was required due to the moist condition of the subgrade.			
Extra Work Order-			
1) Furnish and Install 6-inch PVC Pipe $1,196.00	1,945.32	+749.32	+62.7%
This order compensated the contractor for work performed in laying 6-inch PVC Pipe. This was necessary in order to pick up existing drain lines from adjacent properties which were too low to drain to the gutter. A higher cost than estimated for the PVC pipe contributed to the majority of the overrun.			
Engineering-			
$5,545.90	6,898.59	1,352.69	+24.4%
Additional field engineering to investigate drainage problem areas and overlap of engineering caused by the changing of crew assignment added to the engineering costs.			

8546

November 7, 1977

Cushing Bros., Incorporated
Post Office Box 7215
Salem, OR 97303

Gentlemen:

We have reviewed your request for a complete time extension on Contract No. 8546 for work on Main St.-Cedar St. (Philomath) in Benton County.

Careful consideration was given to the reasons you submitted. We believe there was adequate contract time to perform the work. Some weather interference could be expected and is not believed to be a valid reason in this situation. We note that 40 percent of the contract time elapsed before you started work. We are, however, granting six days' extension as follows: One day for a utility conflict, two days for the City to replace a conflicting fire hydrant, and three days for late added work on Price Agreement No. 1 and Extra Work Order No. 1.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
Robert Church
John Sheldrake
J. M. Martin
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8546

Salem, Oregon

November 1, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Main St.-Cedar St. (Philomath)
Contract No. 8546
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Cushing Bros., Incorporated requests a complete time extension of 10 days because of extra work and unusually heavy rain (in August). Some pertinent dates on this project are:

Bids opened	6-23-77	
Contract sent	7-14	
Day count start	7-26	(50 days allowed)
Work start	8-15	
Project Complete	9-23	10 days liquidated damages at $75 per day.

This project included new concrete curbs and sidewalks, driveways and some storm drainage work on about a four-block section of City Street. It does not include the street roadway work.

The Resident Engineer recommends the complete time extension by allowing time for rains late in the week of August 22. I cannot agree with this. Note that the contractor did not start work until 20 days, or 40 percent of the contract time, had elapsed. I believe there was plenty of contract time to allow for some weather interference and the rainfall is not a valid reason in this situation.

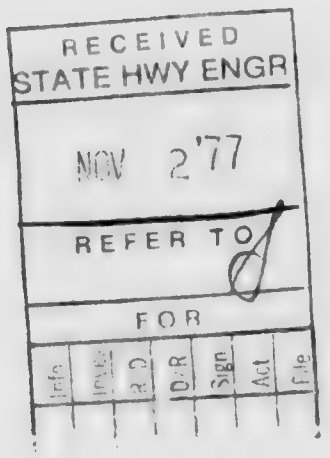
I do concur in six days extension on three other reasons as recommended by the Resident Engineer; one day for a utility conflict, two days for the City to replace a conflicting fire hydrant (this two days is very generous, as the contractor actually worked during this time) plus the last three days counted up to the completion date of record when the main activity was on two added orders - Price Agreement No. 1 for topsoil and Extra Work Order No. 1 for a six-inch drainline.

This project utilized Title II Safer Roads funding (SRS). The recommended six-day extension can be granted on a participating basis under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church



M-330 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 7, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 50 days to 60 days, within which to complete our Contract No. 8546, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

An increase in extra work

Unusually heavy rain prevented the use of equipment behind the walk so it was done by hand.

Respectfully submitted,

Cushing Bros. Inc.
Contractor

By John A. Cushing

CONSENT OF SURETY

Date October 7, 1977

We, United Pacific Ins.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

John A. Cushing
Attorney-in-fact

John A. Cushing
Cushing Ins. Inc.
Resident Agent

(SEAL)

CUSHING INS. INC.
1133 Commercial St.
P.O. Box 1215 Salem, Or.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8346 Contractor Cushing Bros., Inc.

Highway S. 19th Street (Philomath)

Section Main St.-Cedar St. (Philomath)

Kind of Work Curbs and Sidewalks

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend six-day extension of contract time -

1 day for utility conflict,
2 days for the City to replace a conflicting fire hydrant,
3 days for P.A. 1 (topsoil) and E.W.O. 1 (6-inch drainline).

Recommended for Approval:

Robert E. Rosen
Regional Engineer

Arthur C. Boyd
for Construction Engineer or ~~Bridge Engineer~~

H. J. Crawford
State Highway Engineer

Contract No.	8346
Project designation	BRS-0000S(70)
Date awarded	State-Federal July 14, 1977
Work started	August 15, 1977
Per cent completed	Completed 9/23/77
No. of Workdays Allowed	Date 50 Cal. Days
No. of Workdays Used	60
No. of Added Workdays Requested	10

SP*07865-734

OREGON STATE HIGHWAY DIVISION

INTERDEPARTMENT CORRESPONDENCE

Albany, Oregon 97321

DATE October 18, 1977

Kelsey
Bond
Jackmond
Hopkins
Johnson
Inloes

RECEIVED
OCT 27 1977
CONSTRUCTION SECTION

TO John Sheldrake
Region 11 Engineer

FROM J. M. Martin
Resident Engineer

SUBJECT Time Extension Request
Main St.-Cedar St. (Philomath)
Contract No. 8546

Attached are 5 copies of Form E-320, a time extension request from Cushing Bros., Inc. The contractor asks that the number of calendar days be increased from 50 days to 60, pleading unseasonable heavy rains and extra work as justification.

Pertinent dates are: Calendar day count started July 26, 1977
Work commenced August 15, 1977
Time ran out September 13, 1977
Work completed September 23, 1977

Unseasonably heavy rains from August 24th through August 26th restricted work to where little or no progress could be made for several days because of inadequate drainage of the roadbed. The contractor was ready to pour curbs, but this work was delayed because ponding of surface water created many soft spots throughout the section. It was necessary to subexcavate and backfill the soft areas before installation of curbs could proceed. Time loss: 6 days.

Utility conflicts interrupted placing 150' of curb. Loss: 1 day.

The fire hydrant on the corner of 19th St. and Maple was damaged by a citizen, causing the hydrant to leak profusely. The City decided to move the hydrant. All other curb work was completed by September 12, but the hydrant wasn't moved until September 15. Loss: 2 days.

Heavy rain again restricted contract work to incidental items from September 17 thru the 20th. Because of the nature of the contract work remaining it is difficult to estimate the decrease in production, therefore I'm not sure credit for this period is justified.

(Page 2, please)

Request for Time Extension (Contd.)
Main St.-Cedar St. (Philomath)
Contract No. 8546

All contract work was completed by noon on September 21st. The remainder of the day and September 22nd and 23rd was devoted to performing extra work requested by the City and covered under P. A. No. 1 and E. W. O. No. 1. Credit for extra work: 3 days.

3 - last 3 other chgs

Total time loss = 9 days: time on extra work = 3 days, or a total of 12 days.

From the time work commenced until its completion the work was pursued in a diligent and efficient manner. Although 20 days had passed before work was started, had it not been for abnormal circumstances and the extra work I believe the contract would have been completed in the alotted time.

I recommend the 10 days extension.

Attachments (5)

9/26 PA-1 60 c.y. Topsoil = #540
9/27 EW-1 6" PVC Drain = #196

Bids opened 6-23
Contr. sent 7-14
Day count starts (50) 7-26-77
Work start 8-15
Complete 9-23 10 days @ #75

} 20 days = 40% of Contr. time.

No activity Thurs. 9-8 "Crew working on another proj."

8546

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Main St.-Cedar St. (Philomath)		WEEK ENDING: September 24, 1977
		SECTION PREFIX: 302-1089
HIGHWAY: City Street		COUNTY: Benton
NAME OF JOB: Main St.-Cedar St.(Philomath)	KIND OF WORK: Curbs & Sidewalks	
CONTRACTOR: Cushing Bros., Inc.	CONTRACT NUMBER: 8546	FEDERAL AID PROJECT NUMBER: SRS-000S(70)
DATE OF CONTRACT: July 14, 1977	DATE WORK STARTED: Aug. 15, 1977	ESTIMATED COMPLETION DATE: September 23, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 50	CALENDAR DAYS USED 60
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 120%
PROJECT AUTHORIZATION: $ 63,500.56		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 57,954.66	ENGINEERING AUTHORIZATION $ 5,545.90	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 57,662.61	ENGINEERING COST TO DATE $ 5,177.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.5%	PERCENT OF AUTHORIZATION 93 %	September 23, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	100% Curbs	Walks & Driveways
100 %	100%	100%	100%				100% PAVING

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	55		
MONDAY	Showers	56		
TUESDAY	Showers	57		
WEDNESDAY 21	Showers	58		
THURSDAY 22	Fair	59		
FRIDAY 23	Showers	60		Completion Date
SATURDAY				

Routing

Keasey K — Richards

Bond — Glenn

Jackmond — Berg

Hopkins — Church

Johnsen — Gebauer

Inloes — Widmer

RECEIVED
SEP 26 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	[redacted] Cleaning up debris, leveling embankment behind walks, dressing shoulder areas.
TUESDAY	Dressing shoulder aggregate, hauled away excess embankment material.
WEDNESDAY	Dressing embankment and placing topsoil throughout project. Placing of topsoil is an extrawork item covered by P. A. No. 1 for which prior approval has been obtained.
THURSDAY	Working on extrawork items including some drainage work requested by the City for which prior approval was obtained and will be completed tomorrow.
FRIDAY	Completed all work, made final cleanup and removed equipment from project.
SATURDAY	

REMARKS

Final inspection planned for next week sometime.

SIGNED J. M. Martin LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Philomath

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

July 29, 1977

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 29 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

The Honorable Robert Marx
State Representative
Route 1, Box 64-C
Monmouth, OR 97361

Dear Bob:

As requested, we have checked the status of traffic signals in the City of Philomath.

Two locations nearly met the warrants when traffic was counted during 1975 and the warrants for the installation of traffic signals are now met at the intersections of Main with 13th and 19th in Philomath.

Our Region Engineer will contact City officials to discuss which of these two locations is more appropriate for signalization.

Currently we are not in a position to fund the installation of signals at all warranted locations in the state. Since the locations in Philomath just barely meet the warrants and because there are a number of locations with higher priorities, it may be several years before a signal is installed in Philomath. This, of course, depends on the availability of funds and when money becomes available a signal will be installed.

Very truly yours,

ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Chief of Operations

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
L. E. George
J. W. Sheldrake - Please contact city regarding signal location.
Bob Hamilton

DKH:rah bn

8546

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 10, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 23 on the following projects:

1. Main St-Cedar St (Philomath)
   S 19th St, Benton County

   Curbs and walks

   City responsibility

2. Circle Bar Section
   Crane-Venator County Road 37, Harney County

   Surfacing and structure

   County responsibility

3. Linn Road-Sams Valley Highway
   Crater Lake Highway, Jackson County

   Paving

   Six-foot shoulders to be signed and striped as bikeway

4. Valley River Bicycle-Pedestrian Bridge
   Eugene, Lane County

   Grade, pave and structure

   Bikeway project - City of Eugene and Federal Government

5. Fox Valley-Mill City
   Lyons-Mill City Road, Linn County

   Grade and pave

   County responsibility

6. W. Idaho Ave-SW 4th Ave (Ontario)
Malheur County

Paving and walks

City responsibility

7. Cairo Junction-Nyssa
Central Oregon Highway, Malheur County

Paving - 4-foot shoulders provided

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Browning Ave SE-Hilfiker Road SE (Salem)
Pacific Highway East, Marion County

Grading, paving and signals

Six-foot shoulders will be constructed to provide for future bikeway

9. Columbia Slouth Frontage Roads
East Portland Freeway, Multnomah County

Grading, paving and structures

Bikeway to be provided under later contract

10. North Tigard Interchange and Lake Road Interchange
Pacific Highway and East Portland Freeway
Multnomah and Clackamas Counties

Barriers and signing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Rockaway (N 3rd Ave)
City of Rockaway, Tillamook County

Grading and paving

City responsibility

12. Hot Lake Overcrossing-Union
La Grande-Baker Highway, Union County

Paving

Same as #7 except that 2- to 4-foot shoulders are provided

13. N Cherry St-Wallowa Lake Highway
Cove Ave and N Portland St, La Grande, Union County

Grading and paving

City responsibility

14. Denney Road Interchange
Beaverton-Tigard Highway, Washington County

Grading, paving, structure, signing and illumination

Eight-foot sidewalk provided on Denney Road within project limits

15. Spray-Kimberly
John Day Highway, Wheeler County

Grading, paving and structure

Same as #7 except that 4-foot shoulders are provided

16. Rock Creek Section
Willamina-Sheridan Highway, Yamhill County

Grading, paving and structure

Same as #7 except that 4- to 8-foot shoulders are provided

17. NE 20th St-NE 8th St (Newport)
Oregon Coast Highway, Lincoln County

Paving

Same as #10 - overlay only

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8546

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROV[illegible] AND/OR AUTHORIZATION

6-1-77

FEDERAL AID PROJECT NO.
SRS-000S(70)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
SRS-70

COUNTY NAME
Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	Non Federal-aid	City Street

GENERAL LOCATION:

"Main Street-Cedar Street (Philomath)"

GENERAL DESCRIPTION OF WORK:

Curbs and Walks (Code Y006-Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $67,667.00-Federal Funds $60,900.00.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Philomath

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/77
Donald L Rout

6-23-77 Bid Letting _____ All Clear Deadline

SECTION Main St - Cedar St (Philomath)
Highway 5 19th Street
County Benton County Region SES
Type of Work Curbs & Walks Funds _____
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Statewide - No problems
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					

8546

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 24, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

SUBJECT: Statewide Assessment
Main Street-Ceder Street
(Philomath)
S. 19th Street
Benton County, Oregon

TO: L. W. Rutien
Program Management Engineer

The proposed project has been advanced by administrative action of the City of Philomath as safety project to be funded under the Title II, Section 230, of the Highway Safety Act of 1973.

The proposal is to reconstruct S. 19th Street from the Corvallis-Newport highway (Main Street) to the cost city limits at Ceder Street. The length of the project is approximately 1200 feet.

The purpose of the project is to improve safety for both vehicular traffic and pedestrians by constructing wider traffic lanes, curbs and sidewalks.

It has been determined that no new right-of-way will be required, and this project is of a type for which the statewide assessment for safety projects is applicable. The statewide assessment classifies this project as Non-Major.

GAP:ss

cc: E. S. Hunter
John Sheldrake
Eddie Welsh
L. E. George
Don Trout
Bill Kappus

E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 24 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Philomath

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Corvallis, OR
May 23, 1977

FROM: Richard E. Nelson
Resident Engineer

SUBJECT: Preliminary Plans
South 19th Street,
Main St.-Cedar St. (Philomath)

TO: Duane Christensen
Road Design Engineer

ATTENTION Lyle Watson

Returned herewith preliminary plans for S. 19th St., Main St.-Cedar St. (Philomath) Section.

1. Provide for 30 each, 3" drain pipe, at locations as directed by the Engineer.

2. Approximately 50 feet of type "C" curb will require removal; radii at Main St. should be 25 feet.

3. Applegate curb and walk removal; incidental amounts, notes 13 and 14 on sheet 3 are satisfactory (A.C. pavement extension to new curb line will be required and provided for in the plans).

4. Existing surfacing material on the approaches has been noted on the plans. I have reviewed the location and widths with the City Engineer, and the recommended widths are shown on the plans.

The installation of 18" storm sewer from station 7+75 to 9+30 along the westerly side, will be in conflict with other underground utilities. Revision as shown in red on the plans should be made. The inlet at station 10+10 on the West side is not needed.

Aggregate backfill that will be exposed to traffic should be topped with 1/4"-0 material to prevent ravelling.

These items have been discussed with Region Construction Engineer G.W. Wimer, and are being forwarded direct to expedite their incorporation into the contract plans.

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — ✓ Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

cc: Region II Office

Versteeg
Olson
[illegible]
Scott
Swenson
Savage
Trout

RECEIVED
MAY 24 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receivor Keep ☐
Do not File ☐
Return To
Bring Up
Other

NOTED
L. K. WATSON
Plans in Designers file.

8546

8

May 18, 1977

City of Philomath
City Hall
Philomath, OR 97370

Attention: Sylvia Mose
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5346

Gentlemen:

Attached for your files is a fully executed copy of a supplemental agreement to an agreement dated January 12, 1976, regarding the improvement of the 19th Street (Philomath) Section, Benton County.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8546

OREGON STATE HIGHWAY DIVISION
Location Section

Section: South 19th Street
Highway: City of Philomath
County: Benton
Prefix: 302-1937
Res. Engr: R. Nelson

Date April 20, 1976
Ten Year Traffic Coefficient 8.4
18 kip s.a. per day 147.9
R value 7
Frost Penetration - - - -
CBE Total Requirement 27.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Application)	4.0
2.0"	A.C.W.S.	4.0
3.0"	A.C.B.	6.0
13.0"	A.B.	13.0
20.0"		27.0

EXISTING ROADWAY
(20'± Width)

*2.0"	A.C. (Final Application)
*5.0"	A.C. Overlay, with an extra allowance for leveling.

E.R. HUNTER

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

*Overlay thickness determined by deflection measurements.

RECEIVED
STATE HWY ENGR
APR 22 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8546

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 15, 1976

FROM: Frank E. Terpin
Location Engineer

SUBJECT: So. 19th St (Philomath) Section
City Street
Benton County

TO: E. S. Hunter
Deputy State Highway Engineer

I have reviewed the necessity for the attached second request for funds for the subject project.

The City-State agreement stipulates that the State is to perform all work to prepare the plans unless otherwise negotiated. When the original survey authorization was made the amount set up was considered enough to review the work the City had already performed. The City assured the Region that they had what amounted to a practically complete set of plans which could be used to go to contract. When Region received the material from the City the material was found not to be as the City represented (see attached letter from Richard E. Nelson, Resident Engineer).

It has therefore become necessary for the State to complete the survey as required by the City-State agreement.

I recommend approval of the attached second authorization.

Att.

FET:mc

APPROVED
E. S. Hunter
Date 4-23-76

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

8546 2-26-76

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: S-000S(70)

STATE PROJECT NO.: Philomath (S 19th St) Section

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: SRS-70

COUNTY NAME: Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 1'76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2/26/76	Non-Federal-aid	City Street

GENERAL LOCATION:

South 19th Street from Main Street to SCL (Philomath)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost of $1,950, Federal funds $1,755.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/26/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 2/17/76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/26/76	D. K Hansmer	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 2/26/76

BY (Signature): L.W.Rulien's 2/17/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 230

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. ____ THRU ____		FEDERAL FUNDS
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	
70	SRS-000S(70)	0.0	66,950	60,255

RECEIVED
STATE HWY ENGR
MAR 1'76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Philomath (S 19th St) Benton County State of Oregon	Preliminary Engineering including utility preparatory work and shoulder improvement.

REMARKS (Division)

I concur that this project qualified for the timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2/26/76	for G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-88
(Rev. 8-71)

GPO 915-690

8546

PRO 6-2

February 17, 1976

TO G. L. Green, Division Admin.
Federal Highway Administration

FROM L. W. Bulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. SRS-0008(70)

We are submitting program data for one project, Item No. 70, Project No. SRS-0008(70), "Philomath (S. 19th St.) Section", which we desire to have included in the Safer Roads Demonstration Program under Section 230 of Title II as established by the Federal-Aid Highway Act of 1973.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

Enclosed are copies of project narrative, sketch map, project proposal, traffic data, supporting data and pictures.

We request the following:

(1) Concurrence that the project qualifies for the time-saving procedures enumerated in PPPM 6-8-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in PPPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval, including utility preparatory work, at an estimated total cost of $1,950 with obligation of Federal funds of $1,755.

DRH:dgk

Encl.

cc: C. O. Fredrickson (Region 2)

DISTRICT NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

2-17-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) (21)		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME		
	1	S. 19th St. from Main St. to SCL (Philomath)			1725	2500	96	10	Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28)		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14)	NUMBER (23)(7)
	PE, Shoulder improvement									SRS-	000S
CARD 4	CLASS OF FEDERAL FUNDS (Section 230) Safer Roads Demonstration Project							COUNTY NAME Benton			
	NAME OF URBAN AREA (17-31)							ROUTE NO.	FEDERAL-AID Non (32)	STATE City St. (36)(37)	U.S.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43)(46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(70)	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16)	41	42								
5					PE			0.0	1,950	1,755		195 (ci
5					ROW							
5					CONST (CODE) Y006		"Philomath (S. 19th St.) Section"	0.0	65,000	58,500		6,500 (ci
								0.0	66,950	60,255		6,695 (ci

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	DRH	

PROGRAM APPROVAL DATES (18)(23)(24)(28)

REMARKS

FORM PR-1 (REV. 4-01)

2-17-76

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
19th St. from Main St. to SCL (Philomath)	ADT	1725	2500	96	10	Oregon	41	148	70

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
ovement								SRS-	000S	(70)		

ection 230) Safer Roads Demonstration Project

COUNTY NAME: Benton — CODE: 003

ROUTE NO. — FEDERAL-AID: Non — STATE: City St. — U.S.: - -

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.0	1,950	1,755		195 (city)	
OW								Utility adj. req. incl. preparatory work.
ONST (CODE) Y006		"Philomath (S. 19th St.) Section"	0.0	65,000	58,500		6,500 (city)	ROW-60' normal; Access Control - None; Parking restrictions - None.
			0.0	66,950	60,255		6,695 (city)	

ESTIMATED PROJECT COST BY PHASES

DRH

PROJECT TOTALS

ROVAL DATES

REMARKS

-OVER-

PHILOMATH (S. 19TH ST.) SECTION

Project No. SRS-000S(70)

Existing Facility: A two 10-foot bituminous surfaced travel lanes with 4-foot graveled shoulders.

Adjacent Sections:

North end -- Intersections with Corvallis-Newport Highway.

South end -- A two 10-foot bituminous surfaced travel lanes with 4-foot graveled shoulders.

Project Data: This project consists of the following:

1. All phases of preliminary engineering including P.E. by utility forces.

2. Shoulder improvements consisting of grade, drain, high-type pave, curbs, sidewalks and other incidental work common to this type of project to provide a 42-foot paved facility between curbs and eliminate vehicular and pedestrian conflicts.

Right of Way: None required.

System Action, Airports, Railroads, Water Devel
Historical and Recreation Areas: None involved

IM 50-1-70 Requirements: Exempt from State Cle
and District 4 Clearinghouse A-95 review under
agreements.

Urban Transportatation Planning (PPM 50-9): No

FHPM 7-7-2 Requirements: Nonmajor action proj

FHPM 7-7-5 Requirements: Not applicable under
Procedures" set forth in FHPM 6-8-2-1.

Note: This project is in Congressional Distri

Note: This project is in Congressional Distri

PHILOMATH (S. 19TH ST.) SECTION

Project No. SRS-000S(70)

lity: A two 10-foot bituminous surfaced travel lanes with 4-foot graveled shoulders.

tions:

nd -- Intersections with Corvallis-Newport Highway.

nd -- A two 10-foot bituminous surfaced travel lanes with 4-foot graveled shoulders.

: This project consists of the following:

phases of preliminary engineering including P.E. utility forces.

ulder improvements consisting of grade, drain, n-type pave, curbs, sidewalks and other incidental k common to this type of project to provide a foot paved facility between curbs and eliminate icular and pedestrian conflicts.

: None required.

System Action, Airports, Railroads, Water Development, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

Urban Transportatation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Note: This project is in Congressional District No. 2.

8546

2

January 14, 1976

City of Philomath
City Hall
Philomath, OR 97370

Attention: Sylvia S. Moss
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5346

Gentlemen

Attached for your records is a fully executed copy of a letter-form agreement for widening 19th Street in your City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

Philomath - CSR

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 26, 1975

Bring [illegible] with Title [illegible]
Project SRS-000S(70)

Honorable Martin J. Hoffman
Mayor
City of Philomath
City Hall
Philomath, Oregon 97370

Dear Mayor Hoffman:

This will acknowledge receipt of your ~~Off-System~~ project application for the US Hwy. 20 to city limits section on S. 19th St. Your application was received on August 20, 1975.

You will recall that this Off-System Road fund is being allocated to qualified applicants on a "first-come, first-served" basis as outlined in the procedures which were distributed on May 30, 1975.

Project request applications have been received to date in excess of available funds. We will, however, place your application on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

D. N. HARWELL
County-City Engineer
Project Management Section

GNH:scr

bc: C. O. Fredrickson, Region 2

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

OSR
Philomath

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 20, 1975

FILE: LEG 7-4-7

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

SUBJECT: Off-System Project Request
City of Philomath

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached is the Project Request, Environmental Assessment, and a copy of Neal Peterson's letter of transmittal for improvement of 19th Street from Highway 20 to South City limits in Philomath.

The project was submitted earlier for funding under Title II, Section 230, but denied as being a city street improvement and not appropriate. As Mr. Peterson points out, the safety problem still exists.

I recommend approval of the project for funding under the Off-System Program.

POS/elk

Attachs.

Hal
Please acknowledge
Copy to Region

RECEIVED
COUNTY & CITY SECTION
AUG 20 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

LEG 7-4-37

City of Philomath
BOX 549 — PH. 929-3001
PHILOMATH, OREGON
97370

REGION 2 ENGINEER
RECEIVED
AUG 15 1975
RE | RCE | RME | RTE | ROE
DCE | GEO | RSO | ROC | TPE

August 12, 1975

Mr. Phillip O. Stearns
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Enclosed is the City of Philomath's application for funding under Section 209, Off-System Program. Inasmuch as the project does not qualify for funding under Section 230 for Safety Funds, the serious conflict between truck, school children, and school buses still exists. Hopefully, funding will be made available under Section 209.

If any further information is required, please contact me at any time.

Sincerely,

Neal L. Peterson
City Engineer

Enclosures
NP/jb

RECEIVED
COUNTY & CITY SECTION
AUG 20 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

1546

City
[redacted] ROAD [redacted] PROJECT REQUEST

City
Name of [redacted] Philomath FAS No. _____ Date August 4,, 1975
County Road Name South 19th Street from U.S. Hwy 20 to City Limits
Section Name _____
Type of Project _____
Location of Project (Attach sketch map) _____
ADT 1040 (1974) Design Speed 25

Is this request for county bridge design only? Yes _____ No X
county FAS bridge design? Yes _____ No _____
Will County hire consultant for this project? Yes _____ No _____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A. C. Total Travel Width 24
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type A.C. Width Each Side 9 ft.
(AC, Pug Cold Mix, Oil Mat) Total Top Width 42 ft.

3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract X
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
By County _____ County Date of Completion _____ By Contract _____

7. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract X

8. Clearing:
By County _____ County Date of Completion _____ By Contract X

9. Curbs:
Curbs Required? Yes X No _____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
_____
Width between curbs 42 ft.

RECEIVED
COUNTY & CITY SECTION
AUG 20 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes X No_____
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway 5 ft.
What type of surface treatment is desired PCC
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No X
What type of separation from roadway will be used? Curb
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes X No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No X

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes____ No X

17. Does County wish sight posts installed? Yes_____ No X

18. Does County wish State to permanently stripe project? Yes X No_____

19. Will County do striping? Yes_____ No X

20. Does County wish guardrail installed? Yes_____ No X
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No X
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No X

23. Can through traffic be detoured? Yes X No_____

24. Must new detour be constructed? Yes_____ No X

25. Will detour be constructed and maintained by ~~XXXXXXX~~ City? Yes____ No X

26. Will detour be constructed & maintained by Contractor? Yes X No____

27. Will County sign project outside work area during construction?
Yes____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No____

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No X
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3. Dimensions of existing bridge. Length_____ Roadway Width_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No_____
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
_____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
Explain_____
_____
_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. **If riprap or rock blanket required, to be:**

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. **Will any of the following utilities be attached to this structure?**
a. **Water mains:** Yes_____ No_____ Size_____
Company_____
b. **Sanitary sewer mains:** Yes_____ No_____ Size_____
Company_____
c. **Storm sewer:** Yes_____ No_____ Size_____
Company_____
d. **Gas mains:** Yes_____ No_____ Size_____
Company_____
e. **Power lines:** Yes_____ No_____ Size_____
Company_____
f. **Telephone lines:** Yes_____ No_____ Size_____
Company_____
g. **Other Utilities:**_____
_____

24. **Does County wish provisions made for future utility attachment to structure?** Yes_____ No_____

25. **Does County wish lightpost bases and conduit installed?** Yes_____ No_____

26. **Does County wish complete job of illumination in project?** Yes_____ No_____

27. **Is project contingent upon other factors?** Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No _____
   By Consultant? Yes _____ No _____
   By County? Yes _____ No _____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No _____

3. Construction plans and specifications to be prepared:
   By State? Yes X No _____
   By Consultant? Yes _____ No _____
   By County? Yes _____ No _____

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 60

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No____

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes____ No____

5. Should State prepare options? Yes____ No____

6. Should material source site be included in right-of-way descriptions?
Yes____ No____

7. Is there any merchantable timber on right-of-way?
Yes____ No X

8. Will timber be reserved for owner? Yes____ No X
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes X No____

10. Is a hearing necessary? Yes____ No X
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: Sewer & Water City of Philomath Natural Gas Northwest Natural Gas Telephone Pinneer Telephone Power PP&L

13. Are utilities on existing right-of-way by permit X or by franchise____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____ (Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight_____ Speed_____

20. Angle of Intersection:_____

21. Type of Existing Crossing: Grade _____
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Propcsed Protection:_____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:_____

26. Traffic Control Signing:
To be part of project? Yes_____ No__X__
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_X___
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_X___
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel X Quarry X Cinders _____

2. Owner: County _____ State _____ Private X Other _____

3. Location: Corvallis Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 65,000

2. Available FAS Funds $ _____

3. Does County wish advancement of future Federal funds? Yes _____ No _____
   Amount _____

4. Date match money is available July 1976

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: _____

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Martin J. Hoffman
County Judge or Comm. Chairman Mayor

By _____
County Commissioner

By _____
County Commissioner

By _____
County Engineer or ~~Road Master~~
City

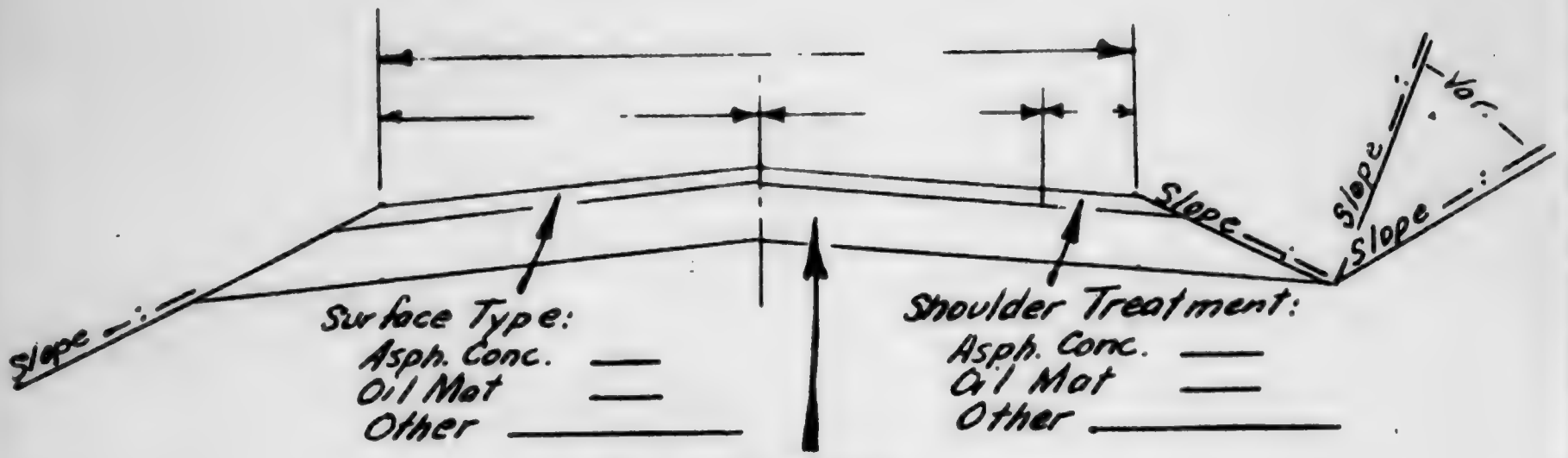
County _____

Date _____

_____
O.S.H.D. Field Engineer

Date August 4, 1975

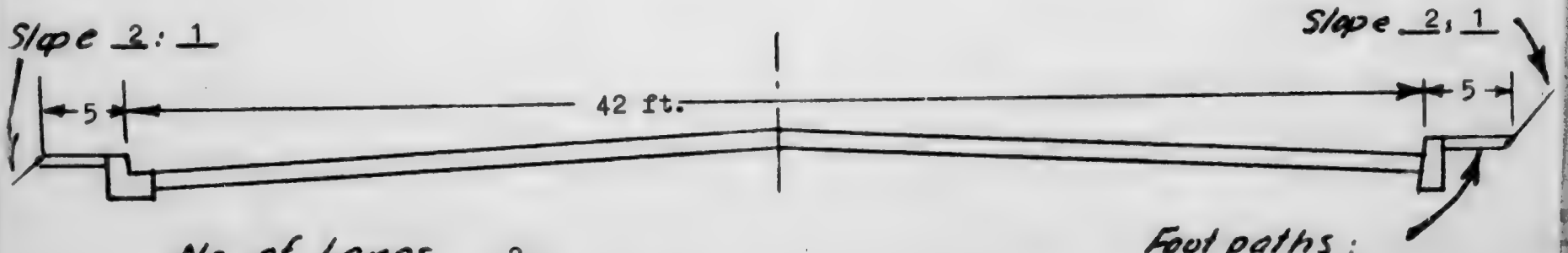
TYPICAL SECTION



Surface Type:
Asph. Conc. —
Oil Mat —
Other —

Shoulder Treatment:
Asph. Conc. —
Oil Mat —
Other —

Type of Base:
Pit or Quarry Run —
Crushed Stone —
Asph. Treated —
Cement Treated —



No. of Lanes 2
Lane Width 12
Shoulder Width ___ or Shy Dist. from Curb 9 ft.
Median Width None
Total Width between Curbs 42

Foot paths:
Asph. Conc. —
Gravel —
Concrete X

Curbs:
Type "C" X
Curb & Gutter —
Other —

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date August 11, 1975

A. PROJECT IDENTIFICATION

Name of Project 19th Street Project
(Section)

Location of Project U.S. Hwy 20-34 (Highway Name) South to Philomath City Limits (Highway No., US - ORE)

Philomath (City) | Benton (County) | 2 (Region)

Program Section 209 Off-System (Funding) $65,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose is to remove the serious conflict between truck traffic, school children and residential traffic (see attached report).

Origin and History: 19th Street is an old county road which was paved in 1957 by the OSHD under the small city allotment program.

C. DESCRIPTION OF PROJECT

Length 1200 ft.

Termini U.S. Hwy 20 on the North and the South city limits on the South.

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None required, the adjacent land is presently zoned multi family residential (duplex).

Typical Section 42 ft. curb to curb with 5' sidewalks each side.

Structures None

Characteristics (ADT) 1040 in September 1974 (see attached report).

Other General Information (or Supplemental information to items) (see attached report).

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

19th Street is an existing road which is heavily used by Hobin Lumber Mill's operations. Hobin is set up so all the traffic uses 19th Street because both 15th Street and 13th Street have inadequate base materials to carry truck traffic. 15th Street is also heavily developed with residencies on both sides.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The proposed construction utilizes an existing road which would be widened, curbed, and overlayed with new asphalt. There are a few oak trees on the existing right-of-way that would require removing so the sidewalk could be installed. The soils in the area are silty clays which have a moderate shrink-swell potential. A minor amount of storm drainage would be required to accomodate the runoff from the airbed road sections. The drainage would be minor because the high point where the drainage drains both directions occurs within the project.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The land use contiguous to the improvement project is multi-family (duplex). The noise level is moderate due to the existing truck and school bus traffic. Gas, water and sewer lines exist within the city limits. Also power and telephone lines utilize the existing right-of-way.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Existing 60 ft right-of-way.
   None required.

   Consequences: None.

2. Estimated Changes in Traffic Patterns: Existing bicycle, school and pedestrian traffic would be removed from the street and directed to the sidewalk. The traffic flow would be safer because the maneuvering of vehicles could occur in the widened section rather than in the travel lanes.

   Consequences: Greatly improved safety for bicycle, school, and pedestrian traffic, improved traffic flow on the street for automotive traffic.

3. Estimated Changes in Land Use: None, due to the comprehensive plan recently being completed and the zoning being changed to comply with the comprehensive plan.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None, as the project utilizes an existing right-of-way.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None expected.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

None except the residents on the street if they are expected to pay for the improvements by a local improvement project.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

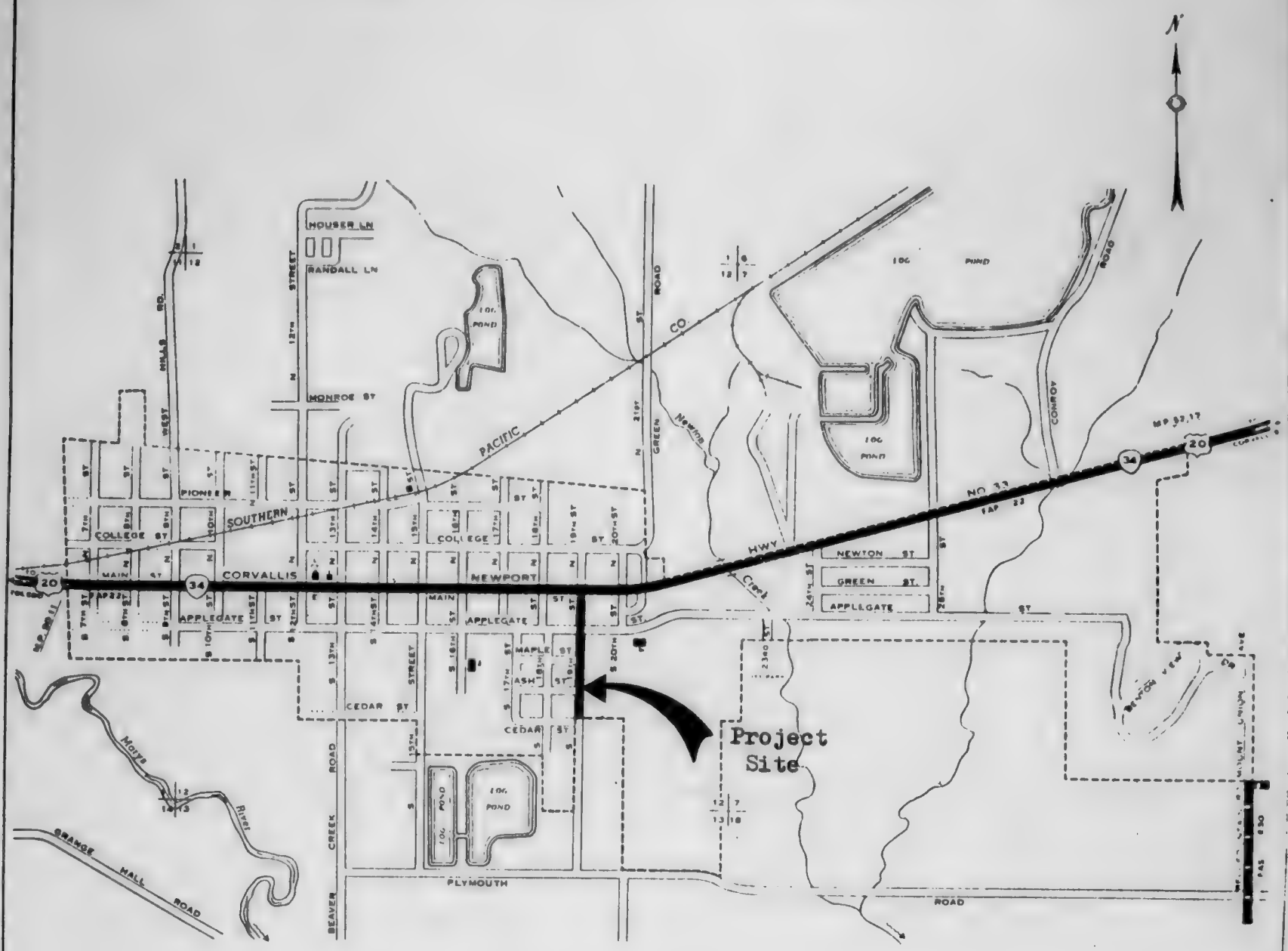
Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE
- U.S NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CH CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

PHILOMATH

BENTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,875

Scale in Feet

Revised January 1973

ENGINEERING ASSESSMENT

for

South 19th Street

from

U. S. Highway 20/34 to South City Limits

HISTORY

The existing 2-10 ft. driving lanes were installed in approximately 1957 under the small city allotment program. At the time of construction of this facility ~~11 inches~~ of rock base was placed under the 2½ to 3 inch asphalt wearing surface. The facility has served the industrial mill located just West of the intersection of 19th and Plymouth Rd. for several years with no apparent problems. In January 1974 the Philomath School District placed into service the new Philomath Middle School. With the school ~~children using 19th~~ Street as a means of access to the school a serious conflict immediately became apparent with the school children conflicting ~~with the commercial~~ traffic. This conflict is well documented by letters that are attached which the City recieved from the Philomath School District and Hobin Lumber Company. The City Council tried to initiate a local improvement project on South 19th Street, but the citizens remonstrated against the project on May 12, 1975 thus delaying the project indefinitely.

SAFETY

Inasmuch as, approximately 20% of the ADT can be attributed to school bus and lumber mill traffic alone, the conflict of school children utilizing a narrow street with commercial traffic has resulted in several near accidents. This is evident, based on the enclosed clippings from two local newspapers, and by observation. In addition, to the school children

conflict, the number of dwellings along the street (24) causes problems when the residents back or maneuver onto the street. There exists inadequate parking space and street width to facilitate traffic flow.

DESIGN

The street design has basically been completed by the City of Philomath Engineering Department utilizing the existing structure and imroving the overall cross section to meet the requirements of the traffic loading that the street experiences.

Enclosed, also, is a letter from the Benton County Public Works Dept. giving their verbal commitment to install a bicycle path from the city limits to the entrance to the Middle School. The bicycle path would serve this area adequately, as there are no houses on the East side of 19th Street from the city limits South to the entrance to the Middle School.

M. NEET
uperintendent - Clerk
)FFICE: Administration Bldg.
ne: 929-3879
lomath High School
lomath Middle School
lomath Elementary School
gs Valley Elementary School
dgett Elementary School

Philomath Public Schools

BENTON COUNTY SCHOOL DISTRICT NO. 17J
PHILOMATH, OREGON 97370

DISTRICT SCHOOL BOARD
Larry Barnes, Chairman
Robert Skinner, Vice-Chairman
George Stovall
Stella Guenther
Marvin Rowley
Marvene Storm, Deputy Clerk

June 5, 1975

Mr. Neal Peterson
City Engineer
Box 549
Philomath, OR 97370

Dear Mr. Peterson:

The Philomath Schools are disappointed that the City of Philomath was unable to proceed with its plans for a street and sidewalk improvement project on South 19th Street, since that street is so heavily used by students, school buses and other traffic.

From an engineering point of view, I am wondering if federal or state money might be available to help alleviate the situation. There are ten school buses using 19th street on a regular schedule, and between 50 to 75 students using the westerly pathway to the Middle School.

I hope that a solution will be forthcoming in the near future.

Sincerely yours,

Al M. Neet
Superintendent

AMN/ea

Philomath issues

To the Editor:

Two problems exist here in Philomath that we believe need some cool, clear thought; a laying aside of anger and emotion.

First, the 19th Street problem. Now I will not argue how this situation came to be, the practicality of it, etc. But as I see it the problem does exist and I have witnessed two very close calls. Nor do we feel that it is fair for a handful of property owners to shoulder the cost of this project. I see this street as one that will be used for years by many people, by our children, grandchildren, and I have a hunch our senior citizens living on this street would enjoy having a place for a leisurely stroll.

There are the many events that take place at the Middle School, then the street is not only used by many people of this community but also by people of other towns and cities. I know, too, that if a child is injured or killed on this street the people of the community would swiftly bring this project to completion. Why wait for that accident? We have mailed our check to the city to be applied to Philomath Project No. 19. We hope others will "go and do likewise."

Second, our school budget. Since I am a teacher as well as a parent and taxpayer this problem always gives me "multi-feelings" and like pain I try to ignore them trusting everything will be okay. This year, however, I would like to share some of my observations as food for thought. I have observed that life is no longer simple . . . that many organizations have set up rules and regulations as well as our state and local rules, etc. that the people who are struggling with these problems must use as guidelines. I have also observed the harried and weary looks of those dealing with these problems.

I know that meetings of both the school board and the budget committees have gone into the wee morning hours. I realize that the problems these people are dealing with do not have a simple, quick solution. Therefore, I suggest that when we vote Tuesday, we do so not in anger or emotionalism but thoughtfully and prayerfully.

Dan and Elsie Springer
2438 Applegate
Philomath 97370

DEAR EDITOR:

Concerning 19th Street- I have a son who goes to the middle school and I have driven both a bus for Olsen Bus Company and my private car on 19th Street. I feel it is exceedingly dangerous for everyone using it. I will gladly pay for a foot of pavement and I'm sure there are a lot of other people who would too. My son and the other people are worth at least that to me.

Gloria Merrill
Philomath

(THE VIEWS AND COMMENTS EXPRESSED IN THE "EDITORS MAILBOX" DO NOT NECESSARILY REPRESENT THE VIEWS OF THE PHILOMATH WEST STAFF OR MANAGEMENT)

Hobin Lumber Company
P.O. BOX 709 • PHILOMATH, OREGON 97370 • Area Code (503) 929-3205

June 17, 1975

Mr. Neil Peterson
City Engineer
City of Philomath
Philomath, Oregon 97370

Dear Mr. Peterson:

We would like to be put on record as being firmly in favor of some form of street improvement project on South 19th Street, from Oregon Highway 20/34 to Plymouth Road.

Since there are no other adjacent North/South streets with adequate weight limits, all our commercial traffic is obliged to use South 19th Street. Statistically, you may be interested in knowing we have received as many as 72 truckloads of logs in a day, with a summertime average of 58 loads. During the school year, our daily average is 33 loads. Keep in mind, those trucks use that same street when they leave the mill. Our lumber carrier makes a daily average of 36 round trips, hauling rough lumber to our planer. Their are also approximately fifteen truck loads of by-products hauled each day. When you add all the other miscellaneous commercial traffic to the normal residential and private traffic on this particular roadway, the potential danger to life and property should make even the most complacent citizen demand some kind of improvement project.

Since it appears the affected property owners are unwilling to accept any form of improvement assessment, we urge you to seek whatever alternative means are at your disposal, to help insure the safety of our citizenry, and the orderly flow of essential traffic.

Sincerely,

HOBIN LUMBER COMPANY, INC.

GARY R. HOBIN
Secretary/Treasurer

GRH:gw

Benton County Public Works Department
360 S.W. Avery Avenue
Telephone 753-7345
Corvallis, Oregon 97330

March 11, 1975

Neal Peterson
City Engineer
City of Philomath
Philomath, Oregon 97370

Dear Neal:

This letter is to confirm our verbal agreement for Benton County to use County forces in the construction of a bicycle path link-up from the South City Limits of Philomath along East 19th Street to an entrance to the Philomath Middle School.

The length of said path shall not exceed 400 feet and construction will be contingent on sufficient available right-of-way at no cost to Benton County.

Please give me plenty of advance notice as to when this small project should be scheduled so that we can work it in with our normal maintenance work.

Sincerely,

James E. Blair

James E. Blair
Director of Public Works

JEB:cp

8547 Circle Bar Sec. of Crane– 197?
Venator County Rd.
(Surfacing & structure)

C+A 6147 7-25-77 .2/01

8547

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 7-58
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-29-79

Form Approved; O M B No. 04-R2089

State: Oregon

County: Harney

Project Number: SRS-000S(68)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 274,661.00	$ 286,661.00
Federal funds	$ 247,194.00	$ 257,994.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs, under P.A. #1 (cattle guards)

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of June, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

XXX For: H. S. Coulter

State HIghway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon June 27, 1979

Federal Aid Project
No. SRS-000S(68)

Circle Bar Section
Crane-Venator County Road
Harney County

Revised Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering		All Required	$ 18,500.00
Type Code 0100			
Roadway (Sta. 0+00 to Sta. 78+21)			
Subtotal of previous estimate of October 24, 1978			$ 82,647.00
Additional Item			
P.A#1 Cattle Guards	2 each	$ 6,000.00	$ 12,000.00
		Subtotal	$ 94,647.00
		Engineering	5,823.00
		TOTAL	$100,470.00

Length of Roadway - - - - - - - -1.475 miles
Length of Structure - - - - - - -0.007 miles
Length of Project - - - - - - - -1.482 miles
Cost of Grading per mile- - - - -$67,749.15
Cost of Surfacing per mile- - - -$82,128.13

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 18,500.00	$ 16,650.00	$ 1,850.00
County Force Grading	100,470.00	90,423.00	10,047.00
Roadway Surfacing	121,139.00	109,025.00	12,114.00
Structure	46,552.00	41,896.00	4,656.00
TOTAL	$ 286,661.00	$ 257,994.00	$ 28,667.00

Group 1 - 100%
Contract 8547
Prefix No. 13-9501-12
Prefix No. 213-1059
Prefix No. 213-1989

RHZ:fkc

8547

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-83		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Harney
MODIFICATION NUMBER 2	11-8-78	Project Number SRS000S(68)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 235,156.00	$ 274,661.00
Federal funds	$ 211,635.00	$ 247,194.00
Other revisions		

This modification is made for the following reasons:

To include increase in final costs of County Force Order #1, Grading and Drainage.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of November, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

File

Oregon State Highway Division
Salem, Oregon October 24, 1978

Federal Aid Project
No. SRS000S(68)

Circle Bar Section
Crane-Venator County Road
Harney County

Revised Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$18,500.00
Type Code 0100		
Roadway (Sta. 0+00 to Sta. 78+21)		
Subtotal of Previous Estimate of August 12, 1977		$43,136.90
Previous Estimate		
County Force Order No. 1		
Grading and Drainage	All Required	$43,136.90
Revised Estimate		
County Force Order No. 1		
Grading and Drainage	All Required	$82,647.00
	Difference	$39,510.10
	Subtotal	82,647.00
	Engineering	5,823.00
	TOTAL	$88,470.00

Length of Roadway - - - - - - - - - - - -1.475 miles
Length of Structure - - - - - - - - - - -0.007 miles
Length of Project - - - - - - - - - - - -1.482 miles
Cost of Grading per mile- - - - - - - -$59,979.66
Cost of Surfacing per mile- - - - - - -$82,128.13

Summary of Funds

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 18,500.00	$ 16,650.00	$ 1,850.00
County Force Grading	88,470.00	79,623.00	8,847.00
Roadway Surfacing	121,139.00	109,025.00	12,114.00
Structure	46,552.00	41,896.00	4,656.00
TOTAL	$274,661.00	$247,194.00	$27,467.00

Group 1 100%
Contract No. 8547
Prefix No. 13-9501-12
Prefix No. 213-1059
Prefix No. 213-1989

8547

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-20		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Harney
MODIFICATION NUMBER 1	8-18-77	Project Number SRS-000S(68)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26, , 19 76 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 53,450.59	$ 235,151.00
Federal funds	$ 48,105.00	$ 211,635.00
Other revisions		

This modification is made for the following reasons:

Increase preliminary engineering charges, Railroad work and addition of Construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of August , 1977 .

Oregon State Highway Division
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

By _____

~~State Highway Engineer~~
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

8/77

file

Oregon State Highway Division
Salem, Oregon, August 12, 1977

Federal Aid Project
No. SRS-000S(68)

Circle Bar Section
Crane-Venator County Road
Harney County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 18,500.00

Type Code 0010
Roadway (Sta. 0+00 to Sta. 78+21)

County Force Order No. 1 Grading and Drainage	All Required		$ 43,136.90
	Subtotal		$ 43,136.90
	Engineering		5,823.10
	Total		$ 48,960.00

Type Code 2010
Roadway Surfacing (Sta. 0+00 to Sta. 78+21)

Mobilization	All Required		$ 15,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	120 Sq.Ft.	5.00	600.00
Temporary Barricades	4 Only	100.00	400.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	50 Lin.Ft.	10.00	500.00
Flagmen	80 Hour	18.00	1,440.00
3/4"-0 Aggregate Base	1,800 Cu.Yd.	9.00	16,200.00
1"-0 Aggregate Base	5,650 Cu.Yd.	8.00	45,200.00
Watering	185 M-Gal.	10.00	1,850.00
Guard Rail, Type 2A	200 Lin.Ft.	8.00	1,600.00
Guard Rail Anchors, Type 1	4 Only	250.00	1,000.00
Rail End Pieces, Type C	4 Only	100.00	400.00
Loose Riprap, Class 50	50 Cu.Yd.	10.00	500.00
			$ 86,690.00

Anticipated Items

Railroad Protective Cost	All Required		$ 3,000.00
Work by Union Pacific Railroad Co.	All Required		16,041.00
Temporary Erosion Control (E.W.)	All Required		1,000.00
			$ 20,041.00
	Subtotal		$106,731.00
	Engineering		14,408.00
	Total		$121,139.00

Type Code X080
Structure, Bridge No. 16303 (Sta. 19+95 to Sta. 20+30)

Structure Excavation	175 Cu.Yd.	10.00	$ 1,750.00
Structural Concrete, Class 3300	All Required		20,000.00
4'x35'/40' Prestressed Slabs	7 Only	1,775.00	12,425.00
Reinforcement	All Required		4,200.00
Metal Rail With Channel	88 Lin.Ft.	30.00	2,640.00
	Subtotal		$ 41,015.00
	Engineering		5,537.00
	Total		$ 46,552.00

Length of Roadway	1.475 Miles
Length of Structure	0.007 Mile
Length of Project	1.482 Miles
Cost of Grading Per Mile.	$33,193.22
Cost of Surfacing Per Mile.	$82,128.13

Work Retained in Program Status
(Not included in totals below)

Install Cattle Guards (2)	All Required	$ 15,000.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 18,500.00	$ 16,650.00	$ 1,850.00
County Force Grading	48,960.00	44,064.00	4,896.00
Roadway Surfacing	121,139.00	109,025.00	12,114.00
Structure	46,552.00	41,896.00	4,656.00
Totals	$235,151.00	$211,635.00	$ 23,516.00

Group 1	100%
Contract No.	8547
Prefix No.	13-9501-12
Prefix No.	213-1059
Prefix No.	213-1989

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
8-5	**FEDERAL-AID PROJECT AGREEMENT**	County: Harney
	7-26-76	Project No.: SRS-000S(68)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 9 mi. S.E. of Crane, S.E.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-8-76	1.48
RIGHTS-OF-WAY		
CONSTRUCTION CFO 1	7-8-76	1.48
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 53,450.59	$ 48,105

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator JUL 26 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 14, 1976

Federal Aid Project
No. SRS-000S(68)

Circle Bar Section
County Road in Harney County

Project Agreement

Type Code P.E.

Preliminary Engineering	All Required	$ 6,000.00
	TOTAL	$ 6,000.00

Type Code 2010
Roadway (Sta 0+00 to Sta 78+21)
County Force Order No. 1

Grading and Drainage	All Required	$43,136.90
	Subtotal	$43,136.90
	Engineering	4,313.69
	TOTAL	$47,450.59

Length of Project - - - - - - - - 1.48 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 6,000.00	$ 5,400.00	$ 600.00
CF01 (Grade & Drain)	47,450.59	42,705.00	4,745.59
Subtotal	$ 53,450.59	$ 48,105.00	$5,345.59
Retain in Program			
Contract (Surfacing)	99,349.41	89,415.00	9,934.41
Contract (Structure)	48,400.00	43,560.00	4,840.00
Subtotal	$147,749.81	$132,975.00	$14,774.41
TOTAL	$201,200.00	$181,080.00	$20,120.00

Group-1 100%

Prefix 13-9501-12

#25-11

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H. S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Harney	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
5-2-79	David B. Carter, Area Engineer	SRS-000S(68)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
12-22-77	10-19-78	127 %	100 calendar work days

APPROVED EXTENSIONS	LOCATION
27 calendar work days	Approximately 37 miles southeast of Burns on the Crane-Venator County Road

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED STATE HWY JUL 2 - FOR File Act

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CIRCLE BAR SECTION
CRANE-VENATOR COUNTY ROAD
Surfacing & Structure

This project provided for the improvement of approximately 1.5 miles of this section of the Crane-Venator County Road. The contract provided the aggregate base, leveling course, and replacement of the structure across Crane Creek. The County constructed the grade and erected the final signing. This work was accomplished under a County Force Order.

At the time of the final inspection the advance railroad warning signs had been removed by vandals. Roger Long's report of June 13, 1979 indicates the County has replaced the signs. He notes Harney County has now installed these signs for the third time. A copy of his report is attached to the Division Office copy of this report.

The contractor used 127 calendar work days to complete the project. The contract provided 100 calendar work days. A time extension of 27 days was granted to the contractor on September 29, 1978 and, so, all liquidated damage charges to the contractor have been excused.

The final cost of the original contract items was $129,431.70. The bid amount of the contract was $127,705.00. The final cost of the project, including engineering and all changes, was $177,471.70. A final inspection of the project was made on March 8, 1979. All participating work has been completed.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
Original Signed by D. B. Carter Area Engr. David B. Carter	Original signed by [illegible]	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 6-26-79	TITLE Field Operations Engineer	DATE 6-26-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8547

October 24, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On October 23, 1978, we wrote to you concerning release of final payment on Contract No. 8547 awarded to R. L. Coats for work on the Circle Bar Section of the Crane-Venator County Road in Harney County.

Final payment on this contract is $9,636.59 and the total contract amount is $141,431.70. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc R. L. Coats
63285 Skyline Ranch Rd.
Bend, OR 97701

bc C. T. Keasey
Walt Hart
Wendell Schwartz

8547

8

September 29, 1978

R. L. Coats, General Contractor
63285 Skyline Ranch Road
Bend, OR 97701

Gentlemen:

Time Extension
Circle Bar Section, Harney County
Contract No. 8547

Careful consideration and review has been given your request for time extension on Contract No. 8547, Circle Bar Section.

A 27-day increase in calendar workdays is hereby granted for lost time resulting from late grading work and added cattle guards. This will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc FHWA
C. T. Keasey
W. E. Schwartz
Robert Church
Barry Hatcher
Richard Hacek

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 27, 1978

FILE: CON 5 #8547

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Circle Bar Section
Harney County
Contract No. 8547

R. L. Coats, contractor on the subject project, requests a 36-day increase in the number of calendar workdays in which to complete the project. The contractor cites delay in delivery of cattle guard material and holdup in work done by the County as basis for his request. Pertinent dates are:

Time began	7-27-77
Work began	8-24-77
Time expired	11- 3-77
2nd Notification	12-22-77
Excess time used	27 calendar workdays

Contract special provisions gave anticipated dates which the County was expected to complete the grading portion of the work. The County was in fact unable to complete their portion of the work within the specified dates. It should be noted that our agreement with the County does not spell out specific dates that their work was to be done.

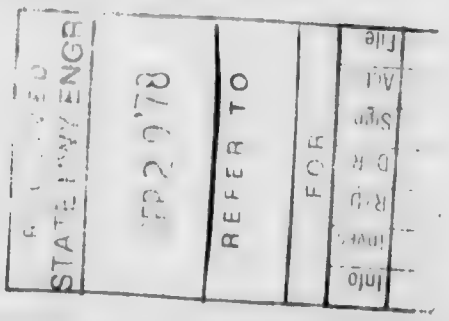
The major holdup occurred in the area of the bridge fills. The grading was not completed in this area at the time the contractor moved on the project and began his structure work. Once structure work began, the grading could not be completed until the structure was finished. This delayed the contractor, as he couldn't place the required surfacing. The contractor did in fact backfill some of the bridge so he could complete the surfacing and riprap work.

Price Agreement No. 1 was written to include the installation of two cattle guards. The order was written and signed by the contractor September 30. Allowing time for ordering and delivery, completion could not be expected until after time had expired. Actual delivery was December 1, 1977. This in itself would justify the necessary time to extend the project into the "no count" period.

Considering the scheduling problems and delays the contractor experienced due to conflicts with the grading work plus the late added work, it is recommended an increase of 27 calendar workdays be granted. This will eliminate all liquidated damages.

A rough draft letter to the contractor is attached. FHWA approval will not be required for this federal-aid Off-System project.

OBJ:fr
Att.
cc: W. E. Schwartz
Barry Hatcher
Robert Church
FHWA



R. L. COATS, General Contractor
B. B. NEWPORT AVE. • BEND, OREGON 97701 • 382-2166 OR 382-5360

August 9, 1978

RECEIVED
AUG 21 1978
B. N. HATCHER
RES. ENGR.

Barry Hatcher; Res. Engineer
P.O. Box 31
Burns, OR 97720

REF: Contract No. 8547 Crane-Venator Rd.

Dear Mr. Hatcher:

Enclosed are the additional reasons that I should be granted an extension of time on the above referenced job.

On September 30, 1977 I was notified of the cattle guards to be installed on the project. The price agreement was approved October 17, 1977. I ordered the cattle guards by phone and they were delivered on December 1, 1977. The weather was bad at the time so I did not install them till December 20 and 21, 1977. The weather at that time was 0° with a 15 mile an hour wind blowing. By the time I received the price agreement, ordered the reinforcing steel for the bases and poured the concrete, and let it cure, there is no way I could have completed the job any sooner.

The County forces did not complete their portion of the work as required before I could complete mine. On October 24, 1977 I hauled all the base rock I could, because the County had not completed the fills for approximately 300 ft. each side of the bridge, so I moved my equipment out from the job and moved back again November 22, 1977. At that time I had to backfill the bridge myself so I could place the rest of the base rock. The fills were not part of my contract. I also placed the ripraf at this date, which couldn't be done until the fills at the bridge ends were completed.

check This.

It is very difficult to schedule a job like this one when you are dependent on the County work forces for the schedule. I should have additional compensation for the additional move in and out because the County didn't complete the fills as scheduled.

Sincerely,

R. L. Coats

Robert L. Coats

RC/sl

E-330 (Rev. 2-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 8-8, **19**78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 136 days, within which to complete our Contract No. 8547, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Delay in delivery of material for cattle guards and the County forces did not complete their work on the fills so I could complete my work. See dates, etc. on attached letter 11-3-77, 12-24-77.

Respectfully submitted,

R. L. Coats
Contractor

By R. L. Coats

CONSENT OF SURETY

Date August 18, 19 78

We, SAFECO INSURANCE COMPANY OF AMERICA

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

C. A. Tomassene

C. A. TOMASSENE Attorney-in-fact

C. A. TOMASSENE & SONS
Resident Agent

SAFECO INSURANCE COMPANY OF CORPORATE SEAL (SEAL) 1953 STATE OF WASHINGTON

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8547 Contractor R. L. Coats

Highway Crane-Venator County Road

Section Circle Bar

Kind of Work Surfacing and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

~~Recommend 21 days~~. See attached letter.

A 27-day increase in calendar workdays is hereby granted for lost time due to late grading work and added cattle guards.

Recommended for Approval:

[signature]
[redacted] Engineer
Region Construction

O. B. Jackmond
For
Construction Engineer or ~~Area Engineer~~

[signature]
State Highway Engineer

Contract No.	8547
Project designation	SRS-000S(68) (State-Federal)
Date awarded	July 15, 1977
Work started	August 24, 1977
Per cent completed	100% (12-24-77) (Date)
No. of Calendar Workdays Allowed	100
No. of Calendar Workdays Used	127
No. of Added Workdays Requested	21

SP*07805-734

8547

Harney

Salem, Oregon
March 27, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

B. N. Hatcher
Resident Engineer

Circle Bar Section
County Road (Crane-Venator Road)
Harney County

Your narrative report has been reviewed by this office and problems of design are noted.

The tapering of the guardrail height at the structure end has been reviewed with the Structures Section. They will revise their design on this taper to eliminate future construction problems.

These are the type of problems that usually are only noted on construction narratives. The design problems are reviewed and revisions can be made.

DOC:ab
cc: C. T. Keasey
W. E. Schwartz
W. J. Hart

Vertiseg ✓
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 28 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Circle Bar Section
Crane-Venator Road
Harney County

Contract No. 8547
F.A.P. No. SRS-000S(68)
Contractor: R.L. Coats

NARRATIVE REPORT

General

This project was located about 37 miles S.E. of Burns on the Crane-Venator County Road. The work consisted of grading, crushing, placement of base rock, a new railroad crossing, and a new bridge over Crane Creek. The overall length of the project was 1.48 miles. The contract was awarded July 15, 1977. The calendar workday count began July 27th. One hundred calendar workdays were allotted for the job; 127 were used to complete the contract. The contractor will request an extension for the additional days due to non-availability of materials. This request should be granted.

Following are summaries of the major portions of the work:

Grading

This work was performed by Harney County Forces. Practically all of this project was on new alignment for the purpose of eliminating two or three dangerous curves and improving the angle, and thereby the sight distance, of a railroad grade crossing. Harney County acquired the necessary R/W.

The State provided the engineering for the entire project, inspection of the contracted portions, and the monitoring of the County's grading activities.

Drainage

This work was also performed by County Forces.

Crushing

The typical section called for a crushed aggregate base with a depth of 6" and a 2" depth of 3/4"-0 crushed aggregate for the wearing course.

The prime contractor did the crushing, with the material coming from a privately owned quarry located adjacent to the jobsite. The County made arrangements with the landowner to use the source with no royalty being paid.

The small quantity (7850 cu. yds.) of material did not take long to crush (Oct. 17-27). The contractor experienced difficulty in trying to make 1½"-0 for the coarse aggregate base and finally wound up making 1"-0. The rock itself was of good quality and presented no problems.

Base Rock Placement

Most of this work was done while the crushing was in progress, but had to be finished Nov. 22nd due to the bridge not being backfilled and the grading not being complete near it. A total of only four days was spent doing this work. There were no compaction specs.

REFERRED TO
Beard — Dorn
Cole — Semple
Eriksen — Watson
Hager — Leu
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER
Memo of Acknowledgment.

Verstoeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 14 1978
ENGINEERING SECTION

Trout
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Action

Structure

A subcontractor, Doug Coats, did all work connected with the bridge. It was a small one span structure (35' long) consisting of spread footings, poured-in-place concrete abutment and wing walls and precast concrete slabs.

The footing excavations proved to be more difficult than expected due to the solid rock encountered higher than the core drilling indicated. It was found that the rock shelf sloped steeply upward on the left side and the test holes were drilled on or near centerline.

The remainder of the bridge work progressed fairly smoothly without any major problems. One exception was the Bent 1 footing. The concrete supplier had two trucks. On the day of the pour, one broke down and the other one was tipped over, resulting in a cold joint, as the footing lacked about 3 cubic yards from being completed on the right side.

One other problem was the bridge railing. The contractor had to wait over two months after the bridge was completed to get delivery on the railing and channel. This meant he had to come back again to finish his work.

Riprap

About 55 cubic yards of Class 50 riprap was placed at the bridge to protect the wing walls and stream banks. This material was selected from the shot rock out of the quarry.

Guard Rail

A short run of guard rail was installed at each corner of the bridge. This work was done by a subcontractor, Coral Corp.

One thing that I can see no reason for is the rail transition at each corner of the bridge. (See Drawing No. 32734.) Why should the railing be 2'3" from deck to bolt hole on the structure, and only 1'9" from finish grade to bolt hole off the structure? If the bridge is overlaid, the grade will have to be raised to match it. Also, to put this kink in double rail elements as shown is a physical impossibility.

Cattle Guards

Anticipated items included two cattle guards, one on each side of the railroad tracks. A price agreement was negotiated for these with "Powder River" type being specified of the U-80 class. The bases were precast at the contractor's yard in Bend. Again, we had to wait several months for the delivery of the iron, and consequentially the cattle guards were not installed until just before Christmas.

Traffic

There were no traffic handling problems, as it was carried on the old grade until the new one was finished. Barricades were used to keep traffic off the new line, signing was held to a minimum, and flagging was unneccessary.

Summary

This was a nasty little job for poured-in-place concrete because of the distance from town and the questionable condition of the supplier's equipment.

It is also a little hairy when having a prime and two subcontractors on such a small job and trying to please several landowners as well as having to work with and through the County and railroad.

This section was located by a private surveyor and caused us untold grief by not complying with our standard practices.

The engineering ran over due to the long duration of the job and more work to do than originally anticipated.

B. N. Hatcher

B.N. Hatcher
Resident Engineer

BNH:al

Circle Bar Section
Crane - Venator Co. Rd.
Harney County

Contract No. 8547
F.A.P. No. SRS-0008(68)
Contractor: R.L. Coats

Statement of Overruns and Underruns

	Original Contract	Final Amount	+% -%
Contract Amount	$ 127,705.00	$ 129,431.70	+1%
Anticipated Items	19,000.00	12,000.00	
Contingencies	6,601.73	0.00	
Engineering	13,203.45	15,811.76	+20%
Sub-Total	$ 166,510.18	$ 157,242.76	
Deduct (Liquidated Damages)		2,700.00	
Grand Total	$ 166,510.18	$ 154,542.76	-7%

Item	Description	Unit	Contract Amount	Amount Used	% Overrun	% Underrun
1.-	Mobilization	L.S.	All	All	0	0
2.-	Temp. Prot.&Diret. Tra.	L.S.	All	All	0	0
3.-	Temporary Signs	S.F.	120	44.5	0	63
	Less needed than anticipated.					
4.-	Temporary Barricades	Each	4	4	0	0
5.-	Temp. Cont. Rail Tra. Bar. Reflectorized	L.F.	50	0	0	100
	This item was not required due to the way that traffic was handled during construction.					
6.-	Flagmen	Hour	80	0	0	100
	Same as item #5.					
7.-	3/4"-0 Aggregate Base	C.Y.	1,800	2,126.4	18	0
	Two approaches not figured in original estimate & more required to get proper depth.					
8.-	Coarse Aggregate Base	C.Y.	5,650	5,720	1	0
9.-	Water	M-gal	185	116.6	0	37
	This item ran under due to rain at the time of rock placement.					
10.-	Guard Rail, Type 2A	L.F.	200	200	0	0
11.-	Guard Rail Anchors, Type I	Each	4	4	0	0
12.-	Rail End Pieces, Type C	Each	4	4	0	0
13.-	Loose Rip Rap, Class 50	C.Y.	50	55.55	11	0
	More required to adequately protect stream bank.					

Circle Bar Section
Statement of Overruns and Underruns cont.-

Item	Description	Unit	Contract Amount	Amount Used	% Overrun	% Underrun
14.-	Structure Excavation	C.Y.	175	292.51	67	0
	No reason, only speculation that the quantity was under estimated.					
15.-	Structural Concrete, Class 3300	L.S.	All	All	0	0
16.-	4'x35'/40' Prestressed Slabs	Each	7	7	0	0
17.-	Reinforcement	L.S.	All	All	0	0
18.-	Metal Rail W/Channel	L.F.	88	88	0	0

Price Agreements

P.A. #						
1.-	Install Cattle Guards (2)	Only	2	2	0	0

B.N. Hatcher
B.N. Hatcher
Resident Engineer

8547

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Circle Bar		WEEK ENDING: 3-4-78
		SECTION PREFIX: 213-1059
HIGHWAY: Crane - Venator Co. Rd.		COUNTY: Harney
NAME OF JOB: Circle Bar	KIND OF WORK: Surfacing and Structure	
CONTRACTOR: R.L. Coats	CONTRACT NUMBER: 8547	FEDERAL AID PROJECT NUMBER: SRS-0008(68)
DATE OF CONTRACT: July 15, 1977	DATE WORK STARTED: August 24, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 127
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 127
PROJECT AUTHORIZATION: $166,510.18		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $153,306.73	ENGINEERING AUTHORIZATION: $13,203.45	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $127,705.00	ENGINEERING COST TO DATE: $15,811.76	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 1 %	PERCENT OF AUTHORIZATION: 120 %	DATE PROJECT WAS COMPLETED: December 22, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100		100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		1.48			
MILES PARTIALLY COMPLETED					
MILES COMPLETED		1.48			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		7,450 CY			
TOTAL QUANTITIES CORRECTED TO DATE		7,846 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		7,846 CY			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16303							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear - Cool			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	Cloudy - Snow			
SATURDAY				

RECEIVED
MAR 6 1978

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal being submitted. Final Report.

SIGNED B. N. Hatcher LOCATION Burns
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8547

8

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

E. C. MAY
SUPERINTENDENT

P O Box 1592
POCATELLO, IDAHO 83201

WO 33179 - Circle Bar
Dept. #14257 - Circle Bar

January 20, 1978

Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Completed
12-22-77

Dear Mr. Chidsey:

Please refer to your letter dated August 2, 1977, concerning Crane-Venator County Road, Circle Bar Section, Harney County, Contract No. 8547.

We have received your conformed copy of the State's contract and bond for the above-named project, but as of yet, we have not received insurance as required in Section 6 of Exhibit B, of Agreement Deed No. 14257.

I would appreciate receiving verification of insurance to cover your contractor, R. L. Coats, in order to complete our records.

Very truly yours,

E. C. May
Superintendent

cc: Mr. T. P. Rogers - Portland (C 9860-32-1)
Mr. R. M. Brown - Omaha (OS-8-5)
Mr. R. B. Kester - Portland (323-1-106)
Mr. R. E. Haacke - Portland
Mr. L. T. Monaco - Portland (428-50A)
Mr. W. L. Edwards - Omaha
Mr. G. F. Hite - Pocatello

RLP/vb

xc: C. W. Head
C. T. Keaney
W. C Schwartz
Barry Hatcher

NOTED
J. E. CHIDSEY

RECEIVED
JAN 25 1978
RR & UTILITY UNIT

#8547

8

July 25, 1977

Harney County Court
Courthouse
Burns, OR 97720

Attention: Aval Dias
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 6147

Gentlemen:

Attached for your files is a fully executed copy of an agreement for placing base rock and rock wearing surface on a section of county road, along with construction of a railroad crossing and the installation of signals and cattle guards.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8547

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-20-77

FEDERAL AID PROJECT NO.
SRS-000S(68)

STATE PROJECT NO.
See Below

COUNTY NAME
Harney

PROGRAM STAGE (Check) 1. ☐ 2. ☐

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
SRS-68

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 3 '77
REFER TO
FOR

sent to Mochring

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	7-15-77	Non Federal aid	County Road

GENERAL LOCATION:

"Circle Bar Section"

GENERAL DESCRIPTION OF WORK:

Install plank road at crossing, and warning signs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCFED ON ~~XXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 20, 1977 letter you are authorized to proceed with the work covered by the Agreement with the Union Pacific Railroad Company, approved by the Highway Division on 7-15-77 at a total estimated cost of $16,041-Federal Funds $14,436.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-20-77	G. L. Green	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8547

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

July 11, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Circle Bar Section
Oregon Project No. SRS-0000(68)

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on June 23, 1977 with R. L. Coats of Bend submitting the low bid in the amount of $127,705.00 which is $23,595.00 or 22.6% over our Engineer's estimate of $104,110.00. Two other bids were received in the amounts of $133,770.00 and $155,007.00.

In reviewing our Engineer's estimate, and the three bids received, we find our estimate to be in error in two areas. We use 8% as a standard for Mobilization which should have been higher for this remote part of the state as all three bids reflect. The average Mobilization cost of the three bidders is 13% which we feel is reasonable for the small quantities of work in a remote area.

The Engineer's estimate for aggregates, bid items 7 and 8, were too low. No allowance was included for the restoration of the material source as required by the special provisions and the estimate for the crusher plant setup was low. Over allowance for haul on the aggregate was $0.80 per cu.yd. low. Considering the foregoing the estimate should have been increased $3,000 for plant setup, $3,000 for reclamation of the pit and $6,000 for haul.

After adding $8,000 for Mobilization and $12,000 for Aggregates to our estimate we find we are within 3% of the low bid. Also the project has two distinctive kinds of work, roadway and structure, further fragmenting the work items and adding to the project cost.

Considering that we advertised for three weeks and that we received three responsive bids, we feel it is in the public interest to award to the low bidder.

DAR:bz
cc: E. S. Hunter
C. T. Keasey
J. H. Versteg
D. H. Moerhing
W. E. Swartz

8547

7-8-76

SHA ... TION ... TION

NO. SRS-000S(68)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. Circle Bar Section

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. SRS-68

COUNTY NAME Harney

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 12 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
July 8, 1976	July 8, 1976	Non Federal-aid	County Road

GENERAL LOCATION:

County Road - 9 miles SE of Crane SE

GENERAL DESCRIPTION OF WORK:

Preliminary engineering, including utility and railroad preparatory work and adjustments, grade, drain, low-type surface and structure. (Code 2010 & X080 Miles 1.48)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility and railroad preparatory work TEC $6,000 FF $5,400.

☒ OTHER (Specify)
Program approval
(TEC $201,200 FF $181,800)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's 7-1-76 letter I approve this project for inclusion in the Federal-aid program and concur that timesaving procedures enumerated in FHPM 6-8-2.1 are applicable and also concur that it is a non major action as set forth in FHPM 7-2-2.

Also, as requested in Mr. Rulien's 7-1-76 letter you are authorized to proceed with the grading and drainage phase of the work by county forces at a total estimated cost of $47,450.59 - Federal funds $42,705. PS&E documents, as represented by county force order #1, have been reviewed together with attachments and are hereby approved.

Preliminary engineering charges for work necessary for utility, railroad preparatory work and final plans for this project are eligible even though PS&E approval has been granted.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-8-76	Vernon W. Crapo	for Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-695

8547

PRO 6-2

July 1, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. SRS-0005(68)
Harney County

We are resubmitting program data for one project, Item No. 68, Project No. SRS-0005(68), "Circle Bar Section", which we desire to have included in the Safer Roads Demonstration Program under Section 230 of Title II as established by the Federal-aid Highway Act of 1973.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

A copy of the State Clearinghouse A-95 review approval letter was forwarded previously.

We request the following:

(1) Concurrence that the project qualifies for the time-saving procedures enumerated in FHPM 6-8-2-1.

(2) Approval to accomplish the grading and drainage with Harney County forces based on the public interest findings set forth in FHPM 6-8-2-1, paragraph 7b(1).

(3) Approval of the "Order for Force Work Performed by County Forces" (estimated total cost $47,450.59 - Federal funds $42,705.00) and authorization to proceed with the grading and drainage phase concurrent with program approval in order to reduce the time lag between project conception and P.S. & E. approval. Enclosed are three copies of the "Order for Force Work Performed by County Forces" for this project. Reimbursement will be claimed on an actual cost basis.

(4) Authorization that preliminary engineering charges including Railroad and Utility preparatory work (estimated total cost $6,000 - Federal funds $5,400) for the project are eligible even though P.S. & E. approval has been granted. Since the project program contains all phases of preliminary engineering and construction the preceding action under No. 3 (P.S. & E. approval) necessitates this request.

We will request authorization to proceed with the construction phase of work by Railroad forces upon your approval of an agreement with Union Pacific Railroad.

JLG:bb

Enc.
cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

July 1, 1976 Rev.
January 27, 1976

FEDERAL-AID PROGRAM DATA

CARD 2

REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21–66		PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME
1	Co. Rd., 9 mi. S.E. of Crane, SE	ADT	130	200	96	10	Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AREA (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14–23	NUMBER 7
P.E., Gr., Dr., Low-Type Surf., Br.								SRS-	000S

CARD 4

CLASS OF FEDERAL FUNDS: (Section 230) Safer Roads Demonstration Program

COUNTY NAME: Harney

NAME OF URBAN AREA (17-31): ---

ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U
	Non	Co.Rd.	

CARD 5

LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5				PE		"Circle Bar Section"	1.48	6,000	5,400		600 (Co
5				ROW							
5				CONST (CODE) 2010 X080			1.48	195,200	175,680		19,520 (Co
							1.48	201,200	181,080		20,120 (Co

ESTIMATED PROJECT COST BY PHASES

CARD 1

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	JLG	

PROGRAM APPROVAL DATES (18)(23)(24)(28)

REMARKS

FORM PR-1
(REV. 4-81)

July 1, 1976 Rev.
January 27, 1976

FEDERAL-AID PROGRAM DATA

ECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., 9 mi. S.E. of Crane, SE	ADT	130	200	96	10	Oregon	41	148	68

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
-Type Surf., Br.								SRS-	000S	(68)		

(Section 230) Safer Roads Demonstration Program

COUNTY NAME: Harney — CODE: 025

ROUTE NO.: — FEDERAL-AID: Non — STATE: Co.Rd. — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			1.48	6,000	5,400		600 (Co.)	
OW								
NST DE) 0 30		"Circle Bar Section"	1.48	195,200	175,680		19,520 (Co.)	ROW - 60' min.; Access control-none; Parking restrictions-none. RR & Util. Adj req. including prep. work.
JLG		PROJECT TOTALS	1.48	201,200	181,080		20,120 (Co.)	

OVAL DATES

REMARKS

OVER

CIRCLE BAR SECTION
PROJECT NO. SRS-0005(68)

Existing Facility:
Proposed Facility -- Located line only.
Traveled Way -- 24-Foot graveled surface, one timber structure, and UPRR Xing No. 2L-116.70.

Adjacent Sections:
24-Foot graveled surface.

Project Data:
The proposed work is as follows:

1. Preliminary engineering all phases.

2. (a) Grade, drain, low-type surface a 30-foot roadway on improved (new) alignment to provide two 12-foot travel lanes with 3-foot shoulders.

   (b) Construct reinforced concrete bridge approximately 32 feet in length with horizontal clearance of 28 feet.

Note: It is proposed to accomplish the grading and drainage work under 2(a) by County forces with required review by State forces.

Railroad Crossing Data:

Name of Railroad	Union Pacific Railroad
No. of Tracks	One (mainline)
No. of Trains	Two (thru)
No. of High-Speed Trains	None
Existing Crossing Protection	None (new crossing)
Proposed Crossing Protection	Cross-bucks
Railroad Benefits	None

Relocation Assistance Payments:
None required.

System Action, Airports, Water Development,
Historical Areas:
None involved.

IM 50-1-70 Requirements:
(a) State Clearinghouse A-95 letter o
January 14, 1976.

(b) Notice of Intent was submitted to
Clearinghouse on December 12, 197
of Intent has lain before the Dis
more than the required 30 days wi
assumed that no adverse review or
received.

FHPM 4-4-2 Requirements:
Urban Transportation Planning not appl

FHPM 7-7-2 Requirements:
Nonmajor action project concurred in b
1975.

FHPM 7-7-5 Requirements:
Not applicable under Timesaving Proced
FHPM 6-8-2-1.

Note: (1) This project is in Congressiona
(2) This project had progressed bey
location/design approval at the
1973 Federal-aid Highway Act.

Data for PR-37:
Type Code PE . . . . . .
Type Code 2010 . . . . . .
Type Code X080 . . . . . .

CIRCLE BAR SECTION
OJECT NO. SRS-0005(68)

y -- Located line only.
-- 24-Foot graveled surface, one timber structure, and UPRR Xing No. 2L-116.70.

surface.

k is as follows:

engineering all phases.

drain, low-type surface a 30-foot roadway on d (new) alignment to provide two 12-foot lanes with 3-foot shoulders.

ct reinforced concrete bridge approximately in length with horizontal clearance of 28

roposed to accomplish the grading and drain- under 2(a) by County forces with required by State forces.

a:

	Union Pacific Railroad
	One (mainline)
	Two (thru)
d Trains	None
g Protection	None (new crossing)
g Protection	Cross-bucks
s	None

Payments:

System Action, Airports, Water Development, Recreation and Historical Areas:
None involved.

IM 50-1-70 Requirements:
(a) State Clearinghouse A-95 letter of approval dated January 14, 1976.

(b) Notice of Intent was submitted to District 14 Clearinghouse on December 12, 1975 and as the Notice of Intent has lain before the District Clearinghouse more than the required 30 days without action it is assumed that no adverse review or comments will be received.

FHPM 4-4-2 Requirements:
Urban Transportation Planning not applicable.

FHPM 7-7-2 Requirements:
Nonmajor action project concurred in by FHWA on December 15, 1975.

FHPM 7-7-5 Requirements:
Not applicable under Timesaving Procedures set forth in FHPM 6-8-2-1.

Note: (1) This project is in Congressional District No. 2.
(2) This project had progressed beyond the point of location/design approval at the inception of the 1973 Federal-aid Highway Act.

Data for PR-37:

Type Code PE	$ 6,000
Type Code 2010	$146,800
Type Code X080	$ 48,400

8547 ! !

Harney

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Burns, Oregon

June 1, 1977

FROM: B. N. Hatcher
Resident Engineer

K. L. Fordice

TO: Memo to the Files

SUBJECT: Circle Bar Section
Crane - Venator Road
SRS-0008(68)
Harney County

Bob Aldrich, Region Office Engineer called Wednesday, (5-25-77) and informed me that Joe Miles, County Road Supervisor had requested two cattle guards, to be installed on the subject project to keep livestock from getting onto the Rail Road R/W. He informed me that he was sure Region Office would approve the cattle guards for the reason indicated above. Bob also told me to get prices, engineers stations and length of structures and notify Lyle Watson or Duane Christensen in Road Design Section.

I called Joe Miles, County Road Supervisor, and he gave me the engineers stations and the length required which were stations 26+13± and 27+73± and a width of 28 feet each.

I called George Sanford, Cost Analysis Section, (5-27-77) and he gave me a price of $ 7,500.00/each for a total of $ 15,000.00. Mr. Sanford indicated that it was too late to include them in the contract as a bid item, but they could be put in as an Extra Work Item.

I informed Duane Christensen of all of the above data.

KLF/kf

cc: W. E. Schwartz
D. O. Christensen
Harney County

1 Versteeg
Olson
2 Christensen Doc
Scott
In Copy Swenson
Savage

RECEIVED
JUN 0 1 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Called Schwartz 6-3-77
He says it should have been part of original work send in to be on plan 6.
He approves of including. He requests they be [illegible] Doc
This is our standard Cattle guard.

8547

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-1-77

FEDERAL AID PROJECT NO.: SRS-000S(68)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: SRS-68

COUNTY NAME: Harney

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	Non Federal-aid	County Road

GENERAL LOCATION:

"Circle Bar Section"

GENERAL DESCRIPTION OF WORK:

Paving and Structure (Code 2010-X080, Miles-1.482)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Railroad Protective Services $3,000
Temporary Erosion Control $1,000

☐ ACQUISITION OF RIGHT OF-WAY

☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $122,704-Federal Funds $110,432.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8517

Harney

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/26/77
Harold L. Rust

6-23-77 Bid Letting _____ All Clear Deadline

SECTION Circle Bar
Highway Crane-Venator County Road
County Harney Region _____
Type of Work Surfacing Funds SRS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	No problems not covered by Permits
Write-off Letter	X					
PERMITS:						
Division of State Lands		X			X	
D.O.G.M.I.		X				
Corps of Engineers		X			X	General Permit
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8547

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 2, 1977

FROM: Donald E. Keyes
Location Liaison Engineer

SUBJECT: Circle Bar Section
Crane-Venator County Road
Harney County

TO: FILE

The above project includes rebuilding a structure over Crane Creek which requires a Section 404 permit. The bridge can be covered by our General Permit. The required six months notices were sent out on March 23, 1977; if no objections are received, we can start the project on September 23, 1977.

At the request of Lyle Watson, I have cleared the Section 404 permit for the June 23, 1977 bid date. I contacted the following persons on April 27, 1977 and obtained their verbal approval clearing the Section 404 permit requirements:

Roger Vorderstrasse
US Fish and Wildlife Service

Ronald Lee
Environmental Protection Agency

Jim Shelton
National Marine Fisheries Service

Roy Schram
Corps of Engineers

Peter McSwain
Oregon Department of Environmental Quality

DEK:jp
cc J.E. Versteeg

1 Versteeg
Olson
copy
Scott
copy Swenson
copy

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ROAD DESIGN SECTION

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FORM 81-734-3030

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☑ JAN 10 1977
RDE ☐ RECEIVED REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Burns, Oregon

January 5, 1977

B. N. Hatcher

FROM: B. N. Hatcher
Resident Engineer

TO: W. E. Schwartz
Regional Engineer
LAGRANDE

SUBJECT: Circle Bar Section
Crane - Venator County Rd.
Harney County
Title II, Section 230

In accordance with your instructions, the proposed preliminary plans for the subject project have been reviewed with the proper County officials and the following comments are noted in response to Duane Christensen's letter of December 1, 1976 concerning same. Corrections and notations are also shown on the enclosed plan sheets that Design Section forwarded to us with their proposals thereon.

Concerning the right-of-way; if the side slopes cannot be steepened enough to stay inside it, the County will obtain necessary easements or additional R/W from the respective landowners for drainage or slopes as required. Also, by reducing the surfacing depth to what the Base Design Section suggests (which is agreeable with the County), the subgrade width can be reduced by two feet. This may eliminate or ease the encroachment in tight places. The odd degree curves were the result of some discrepancies that were found in the original survey. These have now been corrected to even degree as this is the way the R/W description is written.

The shrink factor is insignificant as the County has, if needed, a prospective borrow area available at the west end of this project within their own R/W.

The two proposed quarries should be listed as suitable prospective material sources. I am sure that the "Project Environmental Assessment" meant that the surfacing material was to be manufactured under the contract instead of using native material. There are no commercial sources available in this area. As far as the necessary plans, permits, etc.; we already have them for the state-owned source near Crane. These were obtained for the proposed Lawen Section project on the Steens Highway. The other source (which will probably be used) is located within the project limits. The County has passed a resolution concerning surface mining (copy enclosed) in Harney County and feel that it is all that is necessary for this source.

I don't think we have a permit yet but everything is taken.

The grade revision is to provide a sag in the road to accomodate an overflow in event of a flood situation as suggested by our Hydraulics Section. A letter to this effect (copy enclosed) from Joe Miles, Harney County Roadmaster, to Roger Lang, Regional Federal Aid Engineer, dated October 27, 1976, details this proposed revision. A copy of it was supposed to get to the Hydraulics or Bridge Design Section, but apparently did not.

Ok to D. Christensen - Per your request.
1-10-77

Circle Bar Section (continued)

Notes and answers to the red lettered questions by Design concerning culverts and drainage are shown on the plan sheets that are being returned herewith.

I hereby concur with the above:

Dale White
Dale White
Harney County Judge

Joseph R. Miles
Joseph R. Miles
Harney County Road Supt.

cc: Harney County
Encl.

BNH/kf

October 27, 1976

Mr. Roger C. Lang
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Re: Crane Creek Bridge
Bridge No. 16303
Bridge Design

Dear Mr. Lang,

Harney Countybbdesiresbthat the bridge to be constnucted at Carne Creek in conjuetion with the Circle Bar section of the Crane Venator Road should be designed for 25 year flood frequency. We will plan to put a two foot sag in the road with 1% grades to it from the road as Barry Hatcher has designed it between the railroad crossing and the bridge structure. This dip is to take care of any extra high water that thebbridge may not take. This dip will start at appoo imatéay station 22+00, be at it's lowest point at station 24+00 and end at approximatély station 26+00. We will nbt change the grades as Barry Hatcher has designed it at either of the immediate approaches to thr bridge or railroad crossing.

Under this sag in the road, we will put a 2 foot lift of 1' minus pit run rock which should deter any washing of the road except the surfacing. This 2' lift will be for the entire width of the road.

Also at station 26+00 we plan to put a 72" X 44" arch culvert which will drain any excess water off the flat area.

Barry Hatcher and I have concurred in the change of the road design and feel it will be a flood safety factor which will not hurt the usability or safety of the road.

Thanks for your consideration of this change.

Respectfully,

Joseph R. Miles
Harney CountybRoadmaster

JRM:cs
cc:B Hatcher

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR THE COUNTY OF HARNEY

RE: ORDINANCE REQUIRING AND REGULATING SURFACE MINING LAND RECLAMATION,

The Board of County Commissioners of Harney County ordains as follows:

ARTICLE I. INTRODUCTORY PROVISIONS

Section 1.010. Title. This ordinance shall be known as the Harney County Surface Mining Land Reclamation Ordinance.

Section 1.020. Purpose. The purpose of this ordinance is to provide for the regulation by Harney County of its own surface mining operations to be conducted in accordance with applicable State Law and all following specifications:

(a) Overburden shall be saved to be used later as outlined in the reclamation plan.

(b) Solid Rock shall be blasted at a constant slope of at least 1:1 or shall be stair-stepped with no vertical slope being more than 30 feet and with bottom of same width dimension as vertical slope. There shall either be a berm above any vertical slope or the top vertical slope shall be no greater than 8 feet with at least an 8 foot horizontal floor.

(c) Loose ripable rock or cinders shall have a vertical slope of not less than 1:1.

(d) Dirt or finer gravel shall have slopes of not less than 2½:1 except where agreed to by the County Court or it's representative.

(e) Adjacent land shall be protected from erosion, contamination, refuse, etc., at all times.

(f) There shall be a proposed time schedule for completion of reclamation work or in case

RINEY J. SEEGER
HARNEY COUNTY DISTRICT ATTORNEY
P.O. BOX 548
BURNS, OREGON 97720
(503) 573-2581

of long term operations there shall be continuing reclamation as can be done.

(g) There can be exceptions to the above specifications only by written agreement between the County Court and/or it's representative and the owner.

DATED this 18 day of August, 1976.

COUNTY COURT

Dale White

George W. Purdy

Doug G. Nelson

RINEY J. SEEGER
HARNEY COUNTY DISTRICT ATTORNEY
P.O. BOX 248
BURNS, OREGON 97720
(503) 573-2851

85c17 Harney Co

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
December 1, 1976

Duane O. Christensen
Final Design Engineer

W. E. Schwartz
Region 5 Engineer

Circle Bar Section
Crane-Venator County Road
Harney County

Contract plans are being prepared for a structure and surfacing for this project. The County is to obtain the right-of-way and do the grading and drainage.

The enclosed prints of the plans show the proposed right-of-way as submitted. You will note that the slopes are outside of the proposed right-of-way at several locations. Also, some culverts and ditches. Is the County obtaining slope easements, additional right-of-way or are slopes to be steepened to remain in side? Also, please note the odd degree curves. Has the right-of-way been written accordingly?

A plotting error of 10 feet on cross-sections, Sta. 67+21 to Sta. 69+21, was made. Instead of excavation in this area, it is now embankment. This will reduce the shrink factor from 1.2 to 0.967. Is this satisfactory?

The narrative proposed two prospective material sources and the "Project Environmental Assessment" calls for commercial sources. Which is correct? If prospective sources are to be shown, please submit development plans and the necessary permits for each one.

Please review with the County the proposed base design.

BASE DESIGN SECTION	COUNTY SECTION
2" aggregate leveling 6" aggregate base	12" aggregate base

Will the new design be satisfactory to the County?

The County Roadmaster and Resident Engineer have proposed a grade revision and the use of a pit run rock embankment. Please provide us with this information so that the plans can be revised.

LKW:az
cc: L. E. George
Frank Terpin
Gary Potter

Vertseag
Clason
Swenson
Savage

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OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 15, 1976

Mr. Dean Hilliard
Walla Walla District Corps of Engineers
Building 602, City-County Airport
Walla Walla WA 99362

Re: Crane Creek Bridge
Circle Bar Section
Crane-Venator County Road

Dear Sir:

Enclosed are two sets of drawings of the subject project in support of our request for a disclaimer.

The stream involved is Crane Creek, a tributary of the South Fork of the Malheur River. The Malheur River eventually empties into the navigable Snake River. Crane Creek drains approximately 56 square miles of semi-arid land, but mapping available here shows it as an intermittent stream.

We therefore request a disclaimer stating that a Section 404 permit is not required for this project.

Very truly yours,

Frank E. Terpin
Location Engineer

Enc.

WAE:mc

bc R. W. Ellison
J. H. Versteeg
Gary A. Potter
D. E. Keyes

Versteeg
Olson
Copy Christensen
Scott
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Form 81-734-3123

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

JUN 15 1976
IN REPLY REFER TO:
HHO-32

Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

Dear Mr. Ullman:

NOTED
E. S. HUNTER

This is in further reply to your May 5 letter to Federal Highway Administrator Norbert T. Tiemann, transmitting a copy of a letter from Mr. Dale White, Judge of Harney County, Oregon, concerning the construction of the Circle Bar Safety Project by county forces.

The initial request that was submitted to our field office for this project included an estimate to $113,000 for grading, drainage, and surfacing work to be performed by county forces. Also included in the request was approximately $55,000 for a structure to be constructed by contract. The total estimated construction cost including engineering and contingencies was about $189,000.

Primarily because of the scale and nature of the work initially proposed for performance by county forces, and on the basis of the information available then, our field office felt that the work should be accomplished by competitive bidding. Since then the amount of work proposed for performance by county forces has been reduced substantially. Our field office has, therefore, changed its position and is advising the State it will be satisfactory for the county to perform the reduced amount of work with its own forces.

We hope the foregoing will be helpful. Please advise if we can provide further information.

Sincerely yours,

/s/ David S. Gedney

for W. S. Mendenhall, Jr., Director
Office of Highway Operations

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 21, 1976

In reply refer to: 1041EC/INQ-629

SUBJECT: Congressional Inquiry from
Congressman Al Ullman
Re: Crane-Venator Road
Circle Bar Section
Harney County, Oregon

NOTED
H. S. COULTER

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. L. E. Lybecker, Regional Administrator
Portland, Oregon 10CM.1

cy Pat Schwartz 5-27-76
cy Keasey 5-28-76

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MAY 24 '76
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FOR
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The request that was submitted to us for this project included a Force Account statement for $111,000 in grading, drainage, and surfacing work by County forces. Also included in the request was approximately $55,000 for a structure to be constructed by contract. The total estimated contract cost was about $189,000.

Because of the scale and nature of the work proposed by County forces it was our judgment that we could not concur in a public interest finding that the work be accomplished by other than competitive bidding. Other considerations included in our reasoning were the underutilization of the construction industry and construction labor in the current market, the high competition being experienced in recent highway bid lettings, and the intent to utilize contractors to perform bridge work in the immediate area.

A review of our recent bid lettings for 9 projects in eastern Oregon indicate that for projects this approximate size and for this type of work have attracted from 5 to 16 bidders per contract. The low bids have ranged from 75% to 103% of the engineer's estimate. We have informally been advised that at least 16 members of the Oregon Chapter of the Association of General Contractors could be expected to show interest in this project.

It is our belief that projects such as this project should be constructed by the contract method if we are to meet the intent of Congress. We believe that this is true regardless of whether the project is a safety project or any other type of Federal-aid project of a scale such as this.

Original Signed By
VERNON V. CUSACK
Engineering Coordinator
G. L. Green

cc:
OSHD (F.B.Klaboe)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

MAY 19 1976

IN REPLY REFER TO:
HHO-32

Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

Dear Mr. Ullman:

This is in reply to your May 5 letter to Federal Highway Administrator Norbert T. Tiemann, transmitting a copy of a letter from Mr. Dale White, Judge of Harney County, Oregon, concerning the construction of the Circle Bar Safety Project by county forces.

We do not have sufficient information in our Washington Headquarters to enable us to respond to your inquiry. We are, therefore, asking our field office in Oregon to look into this matter and furnish us with a report of its findings. We will contact you further when we receive the report.

Sincerely yours,

W. S. Mendenhall, Jr.

W. S. Mendenhall, Jr., Director
Office of Highway Operations

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FOR
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
April 27, 1976

Bob Allen for

FROM: W. E. Schwartz
Regional Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

S A L E M

RECEIVED
STATE HWY ENGR
APR 27'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Section 230, Title II
Circle Bar Section
Crane-Venator Road

Attached are copies of the correspondence file on subject project which we discussed on the telephone yesterday, April 26, 1976. This file gives the complete history of the development of this project to date.

The only correspondence which indicates that the Highway Division favors the position of Harney County are the letters from County Judge Dale White to Senators Packwood and Hatfield and to Representative Ullman. This must be the source from which AGC draws their conclusion.

A brief synopsis of the contents of the letters is as follows:

June 20, 1975:	Letter from Judge White to Federal Aid Engineer Roger Lang transmitting application for Title II Off-System project.
July 18, 1975:	L. E. George to L. W. Rulien requesting program approval for project.
January 27, 1976:	Rulien to Glen Green, FHWA, asking Federal approval for project.
February 2, 1976:	Green to Klaboe denying FHWA approval because they do not concur that it is in public interest to do work by county forces.
February 11, 1976:	Lang to Judge White advising him that FHWA denied project and transmitting data identifying justification for force account work.
February 24, 1976:	County Roadmaster Joe Miles to Lang offering justification for county force work.
February 26, 1976:	Lang to Buzz Swan transmitting justification and recommending County Force Order be approved.
March 3, 1976:	Rulien to Green transmitting county justification for force account work and requesting Federal concurrence.

Cy Keasey
5-28-76

March 8, 1976: Green to Klaboe denying approval because FHWA does not find county force work to be in the public interest.

March 15, 1976: Lang to Judge White advising that project was denied by FHWA and that we consider project to be inactive.

March 23, 1976: Joe Miles to Lang transmitting payment waivers for road right-of-way. (Not pertinent.)

April 1, 1976: Judge White to Senators Packwood and Hatfield and Representative Ullman requesting their intercession on county's behalf.

Also, ORS Chapter 771 apparently allows local government the option of establishing their own "Local Contract Review Boards". In this manner they can apparently get around the State Board. Harney County's application to do force account work was on the agenda for their February 4, 1976 meeting. I have no knowledge of the outcome of this application, but since the county pursued the project, I assume they received approval.

This is the whole documented story as I know it. I do not believe there was any impropriety by Region 5 personnel. Our only function was to assist the county as far as we could in their application for the project. The decision to pursue the matter to Packwood, Hatfield, and Ullman was entirely theirs.

WES:je
Attachments

cc: L. W. Rulien
L. E. George
Don Harwell

County Court *for* Harney County

P. O. Box 1147
BURNS, OREGON 97720

April 1, 1976

RE ☐ ROE ☐ REE ☐ RME ☐
ROE ☐ APR 5 1976
RDE ☐ RECEIVED REGIONAL OFFICE ☐

Honorable Bob Packwood
Senate Office Building
Washington, D. C. 20510

Re: Crane-Venator Road - Circle Bar Section
Harney County, Oregon
Title II Section 203 1973 Highway Safety Act
Federal No. 1041DA/710.31

Dear Senator Packwood:

The County Court for Harney County would appreciate your intercession on our behalf to reverse the decision by the Federal Highway Administration to deny our request to construct the Circle Bar Safety Project with County forces.

The County Court and the Oregon State Highway Division have evaluated this project and are in accord that it would best serve the interests of Harney County to do this work with County personnel and equipment. We realize that the Federal Aid Law requires the work to be done by contract based on competitive bidding unless it is in the public interest.

We believe it is in the public interest to accomplish this work with County men and equipment for the following reasons:

1. We have, since July 1, 1975, decreased the 35-man County Road Department by 6 men or 17% due to decrease of $313,000. in National Forest receipts. We had been depending on this project to maintain our crew at its present level, but if we are denied permission to use County forces we will be forced to terminate 5 more men and reduce our employment by another 15%.

2. The Economic Development Administration declared Harney County a Title II redevelopment area on October 3, 1975, to assist us to improve employment and economic conditions in our area. The Federal Highway Administration, by its decision, is contributing to further deterioration of our employment and economic base when it would appear to us that they should be assisting Harney County to improve its position in these critical areas.

3. The nearest contractor capable of performing this work is located at least 130 miles away.If an outside contractor is employed he will bring with him his own crew, which will have the effect of creating employment from his area and creating unemployment in our area.

4. The County has all the necessary equipment to complete this project except for the bridge and crushing work, which we had always planned to contract.

5. By utilizing County crews, which are presently working on other sections of this road, we would be able to establish a work schedule which will least effect the residents and motoring public.

Senator Packwood
Washington, D. C.

6. As previously stated, we are presently working on this road and there would be no move-in or move-out cost as would be entailed by a contractor. This and other factors would result, in our opinion, in a savings of at least $35,000. if the project was authorized to be completed by County forces.

Enclosed are copies of correspondence that we have had with various agencies relative to this project.

Whatever action you deem appropriate on our behalf to bring about a reversal of the decision of the Federal Highway Administration on this project will be greatly appreciated by the citizens of Harney County.

Sincerely,

/s/ Dale White

Dale White
Harney County Judge

DW:ed

Encls.

cc: Federal Highway Administration
Salem

Oregon State Highway Division
La Grande

L. W. Kuhlen
L. E. George
Don Harwell
Lang

County Court *for* Harney County

P. O. Box 1147
BURNS, OREGON 97720

April 1, 1976

RE ROE RE RE ROE APR 5 1975 RDE RECEIVED REGIONAL OFFICE

Honorable Mark O. Hatfield
Senate Office Building
Washington, D. C. 20510

Re: Crane-Venator Road - Circle Bar Section
Harney County, Oregon
Title II Section 203 1973 Highway Safety Act
Federal No. 1041DA/710.31

Dear Senator Hatfield:

The County Court for Harney County would appreciate your intercession on our behalf to reverse the decision by the Federal Highway Administration to deny our request to construct the Circle Bar Safety Project with County forces.

The County Court and the Oregon State Highway Division have evaluated this project and are in accord that it would best serve the interests of Harney County to do this work with County personnel and equipment. We realize that the Federal Aid Law requires the work to be done by contract based on competitive bidding unless it is in the public interest.

We believe it is in the public interest to accomplish this work with County men and equipment for the following reasons:

1. We have, since July 1, 1975, decreased the 36-man County Road Department by 6 men or 17% due to decrease of $313,000. in National Forest receipts. We had been depending on this project to maintain our crew at its present level, but if we are denied permission to use County forces we will be forced to terminate 5 more men and reduce our employment by another 15%.

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Washington, D. C.

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Sincerely,

/s/ Dale White

Dale White
Harney County Judge

DW:ed

Encls.

cc: Federal Highway Administration
Salem

Oregon State Highway Division
La Grande

L. W. Pulliam
L. E. George
Don Harwell

County Court *for* Harney County
P. O. Box 1147
BURNS, OREGON 97720
April 1, 1976

RE ROE RDE RDS
ROE APR 5 1976
RECEIVED
RDS REGIONAL OFFICE

Honorable Al Ullman
House Office Building
Washington, D. C. 20515

Re: Crane-Venator Road - Circle Bar Section
Harney County, Oregon
Title II Section 203 1973 Highway Safety Act
Federal No. 1041DA/71031

Dear Mr. Ullman:

The County Court for Harney County would appreciate your intercession on our behalf to reverse the decision by the Federal Highway Administration to deny our request to construct the Circle Bar Safety Project with County forces.

The County Court and the Oregon State Highway Division have evaluated this project and are in accord that it would best serve the interests of Harney County to do this work with County personnel and equipment. We realize that the Federal Aid Law requires the work to be done by contract based on competitive bidding unless it is in the public interest.

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3. The nearest contractor capable of performing this work is located at least 130 miles away. If an outside contractor is employed he will bring with him his own crew, which will have the effect of creating employment from his area and creating unemployment in our area.

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Representative Ullman
Washington, D. C.

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Whatever action you deem appropriate on our behalf to bring about a reversal of the decision of the Federal Highway Administration on this project will be greatly appreciated by the citizens of Harney County.

Sincerely,

/s/ Dale White

Dale White
Harney County Judge

DW:ed

Encls.

cc: Federal Highway Administration
Salem

Oregon State Highway Division
La Grande

L. W. Rubin

L. E. George

Don Harwell

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 15, 1976

The Honorable Dale White
Harney County Judge
Courthouse
Burns, Oregon 97720

Dear Judge White:

RE: Proposed Project, Sec. 230, Title II, Circle Bar Railroad Crossing Section
Crane-Venator Road

The Federal Highway Administration has denied your request to construct the Circle Bar Railroad Crossing Section of the Crane-Venator Road with County forces. It is their contention the proposed work in type and magnitude could lend itself to competitive bidding. Also, it is a basic intent of Federal Aid Highway Law that work be accomplished by competitive bidding with limited exceptions.

The only alternative to keeping the project "alive" is to reprogram the project for competitive bidding. This will require preparation of a Construction-Finance Agreement and the normal preliminary engineering, surveying, plan preparation and bidding procedures.

Based on the preliminary figures of $180,054, the County share would be $18,005. In all probability the project will excalate to $200,000, in which case the County share would be $20,000.

We shall consider the project inactive until we receive word from you as to what action you wish to take.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:sh

cc L. E. George
L. W. Rulien
George Hopkins

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 8, 1976

In reply refer to: 1041DA/710.31

SUBJECT: Title II Safety Project
Circle Bar UPRR X'ing Section
Justification to Use County Forces

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

RE	ROE	RPE	RW
☐ ROE	MAR 15 1976		☐
☐ RDE	RECEIVED REGIONAL OFFICE		☐

In response to Mr. Rulien's March 3 memorandum we regret that we cannot concur in a public interest finding that the work be performed by Harney County forces. The proposed work in type and magnitude could lend itself to competitive bidding. It is a basic intent of Federal-aid highway law that work be accomplished by competitive bidding with limited exceptions.

We are returning the program herewith without action.

G. L. Green

Attachment - Item SRS-68

cc:
(OSHD) G. Eaton
(OSHD) C. Laux
(OSHD) L. Rulien

NOTED
D. E. SWAN

PROJECT MANAGEMENT
MAR 10 76
REFER TO
Info Investigate

PRO 6-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 3, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

RE ☐ RCE ☐ F ☐ S ☐
ROE ☐
RDE ☐
MAR 4 1976
RECEIVED
REGIONAL OFFICE

SUBJECT Project No. SRS-0005(68)
Circle Bar UPRR X'ing Section
Justification to Use County Forces

We request your concurrence that it is in the public interest for Harney County forces to accomplish the grading and surfacing on the subject project.

This request is based on the facts set forth in the attached copy of Joseph Miles', Harney County Road Supervisor, letter of February 24, 1976.

This construction season Harney County will reconstruct, to provide a wider section, approximately 21 miles of the Crane-Venator Road between Crane Creek and Malheur County Line. The subject section begins approximately five miles easterly of Crane Creek within the limits of the county's proposed construction as noted on the attached sketch map.

We believe the county will be able to establish a schedule that will least affect the residents and motoring public along the route. Whereas, considerable inconvenience could result because of conflicting schedules if the subject section is constructed by contract as four separate forces (County, Crushing Contractor, Bridge Contractor and General Contractor) would be working in the area at the same time.

We strongly recommend that in making your decision you seriously weigh not only the factors of public convenience but also consider the continued employment of county personnel. You will note according to the attached statistics, published February 19, 1975 by the Oregon State Employment Division, that Harney County's seasonally adjusted rate of unemployed increased from 9.1% in December, 1975 to 10.0% in January, 1976.

JG:ljt
Attach.

cc: W. E. Schwartz (Reg. 5)
L. E. George
D. E. Swan

by Judge White

FORM 81 7.14 3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
February 26, 1976

FROM: R. C. Lang
Regional Federal Aid Engineer

SUBJECT: Section 230, Title II
Circle Bar Section
Crane-Venator Rd.
Harney County

TO: D. E. Swan
Federal Aid Engineer
Project Management Section

SALEM

Attached is a copy of a letter from Joe Miles, Road Supervisor, justifying the use of County equipment and forces in constructing the above project. Also attached are two copies of a sketch map which shows the County's construction activity on the Crane-Venator Road.

Harney County will be widening and grading approximately 21 miles of the road lying between Crane Creek and the Malheur County line this summer. The Circle Bar Section lies approximately 5 miles inside the County project.

It appears the County would be able to establish a schedule which would least affect the residents and motoring public within this area. If the Circle Bar Section is constructed by contract, considerable inconvenience could result because of conflicting schedules.

Mr. Miles also indicates that a reduction in the County forces will be necessary if the County forces cannot construct the Circle Bar Section.

On the basis of convenience to the public and continued employment of County personnel, it is recommended the County Force Order be approved.

RCL:sh
Attachments

cc Hon. Judge White
Joe Miles
L. E. George w/attach.

Joseph R. Miles

February 24, 1976

Mr. R. C. Lang
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Re: Section 230 Title II
Circle Bar Section
Crane-Venator Road

Dear Mr. Lang:

As per your letter of February 11, 1976, on the Circle Bar Section of the Crane-Venator Road, I would like to list for you the reasons why I feel that this road should be built with Harney County forces.

I am attaching two copies of a portion of sheet 6 of Harney County series of 13 sheets which shows the section of the County road east of Crane upon which both this Safety Project at Circle Bar is shown and also the Venator Railroad Crossing Safety Project which is to be built with County forces. The map also shows the entire road from Crane to the Malheur County boundary.

The Harney County crews will be working on this entire road within the next four months except approximately the first four miles east of Crane and the Circle Bar Section if our request for County force work is denied on this Section. It would be good management to do all the work on this entire section by the same crews.

Harney County has all the equipment and labor forces necessary to do this work except the rock crushing, if necessary, and that necessary to put in either a concrete or steel bridge. We plan to contract this part of the project. There is some good pit run surfacing in the area but so far I have not found enough to do the entire project.

As our Forest receipts for County road work was reduced by approximately $313,000. in this fiscal year, I was planning on this project to take up some of the deficits in my budget. I have already reduced the 36-man labor force by approximately six men or 17 per cent since July 1, 1975. I will have to reduce this force by five more men before July 1, 1976 unless this project is approved for force account work by County crews. With County forces doing the Circle Bar Section, I can keep my present crew working.

Harney County has an experienced and efficient road crew. I feel that we can do the excavation and grade work on this project much cheaper than a

contractor for three reasons. First, there are no contractors presently within the County who have the equipment or the crew to do this work. This would mean a move in and out of at least 120 miles one way for a contractor. Second, there are no living accommodations for a crew closer than Burns, Oregon, which is about 40 miles away. Either the crew would have to bring house trailers in or get living accommodations in Burns. Third, it has been a fact that when a relatively small contract for road construction has been let in this area it is usually a small contractor who bids on it and generally this small contractor has a very large turnover in his crew (one crew coming, one working, and one going is usually the case). I am sure that these three factors will increase the cost of this project from 25% to 35%..

I also feel that by the County forces doing this project there would be only one major crew in the area. There would be a bridge crew and possibly a rock crusher working. We would work with both of these contractors on these parts of the project in a very cooperative, business-like manner.

Another factor to consider is that the estimates on the application for the project were based on County force work except bridge and rock crushing.

I hope both the State Highway Division and the Federal Highway Administration find that it is in the best interest of all concerned to do this project by Harney County forces.

Sincerely,

Joseph R. Miles
County Road Supervisor

JRM:ed

Enclosures

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

February 11, 1976

Re: Section 230, Title II
Circle Bar Section
Crane-Venator Road

Hon. Dale White
Harney County Courthouse
Burns, Oregon 97720

Dear Judge White:

The Federal Highway Administration has advised us that the Circle Bar Section appears to qualify as a safety project, but does not agree that it is in the public interest to perform the work with county forces. Additional information is necessary for final program action.

Attached is a copy of Federal Aid Highway Program Manual, Vol. 6, chapter 4, Section 1, Sub-section 14, identifying justification required for force account work.

Your early attention to this matter will speed final action on the project.

Please call if you have any question.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachment

cc: L. E. George
D. E. Swan

FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 2, 1976

In reply refer to: 1041DA.5

SUBJECT: Program Data Submission
Project SRS-0008(68)
Circle Bar Section
Crane-Venator Road
Harney County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Reference is made to Mr. Rulien's January 27 submission. This project appears to qualify as a safety project; however, we are unable to concur that it is in the public interest to perform the substantial portion of the proposed work with county forces and are therefore withholding program action.

/s/ G. L. Green

cc:
OSHD (Rulien)
OSHD (Laux)
OSHD (Eaton)

RECEIVED
STATE HWY ENGR
FEB 3'76
REFER TO
Rulien
FOR
Gilb | Laux | R/D | D/D | DSD | Eat

by Salvendo

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ MAR 15 1976 ☐
RDE ☐ RECEIVED REGIONAL OFFICE

NOTED
D. E. SWAN

PROJECT MANAGEMENT
FEB -3 76
REFER TO
Byrd R
Info | Investigate | R/D | Action | File | Letter | Return

PRO 6-2

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 27, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

☐ RE ☐ ROE ☐ RBE ☐ RDE
☐ ROE JAN 28 19[illegible]
☐ RDE RECEIVED REGIONAL OFFICE ☐

SUBJECT Program Data Submission
Project No. SRS-000S(68)

We are submitting program data for one project, Item No. 68, Project No. SRS-000S(68), "Circle Bar Section", which we desire to have included in the Safer Roads Demonstration Program under Section 230 of title II as established by the Federal-Aid Highway Act of 1973.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

A copy of the State Clearinghouse A-95 review approval letter was forwarded previously.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(2) Approval to accomplish the construction with Harney County forces based on the public interest findings set forth in FHPM 6-8-2-1, paragraph 7b(1).

(3) Approval of the "Order for Force Work Performed by County Forces" (estimated total cost $126,076 Federal funds $113,468) and authorization to proceed with the construction phase concurrent with program approval in order to reduce the time lag between project conception and P.S. & E. approval. Enclosed are six copies of the "Order for Force Work Performed by County Forces" for this project. Reimbursement will be claimed on an actual cost basis.

(4) Authorization that preliminary engineering charges including Railroad and Utility preparatory work (estimated total cost $7,250 - Federal funds $6,525) for the project are eligible even though P.S. & E. approval has been granted. Since the project program contains all phases of preliminary engineering and construction the preceding action under No. 3 (P.S. & E. approval) necessitates this request.

We will request authorization to proceed with the construction phases of work by Railroad forces upon your approval of an agreement with Union Pacific Railroad.

Harney County has this project included on the agenda for the February 4 meeting of the "Local Contract Review Board" created under ORS Chapter 771.

DRH:md

Encl.

~~cc:~~ W. E. Schwartz (Region 5)

cy Hatcher
Judge White

Circle Bar - Crane Venator Rd

RE RDE RBE RM
ROE APR 5 1976
RDE RECEIVED REGIONAL OFFICE

June 20, 1975

RE RDE RBE RM
ROE APR 5 1976
RDE RECEIVED REGIONAL OFFICE

Mr. Roger C. Lang
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Dear Mr. Lang:

Enclosed are three proposed safety projects on non-federal aid roads in Harney County for which we are seeking funding under the 1973 Highway Act Title II, Section 230.

I appreciate very much your taking the time June 10th and 11th to inspect the County road system and for your advice and assistance in helping to prepare the applications in the proper form.

Sincerely,

Dale White
County Judge

DW:ed

Enclosures

PROPOSED PROJECT
Section 230
1973 Highway Safety Act
City (County) Harney County
Date June 20, 1975

Location:

ON: Crane-Venator Road (not on F.A. System)

From: At Circle Bar Railroad Crossing

To:

Please Attach Map

Project Description: Realignment of roadway, change railroad crossing at grade, new bridge (concrete or steel) at new location replaces wooden structure

Current Situation: Seven curves with approximately 300° total defection (new location has three curves with 110° total defection). Present bridge will need replacing within a few years. Sight distances impaired now (would be greatly helped by new location)

ADT* 130

Posted Speed --

197_ Accidents 9 in last 10 years

Expected Benefits: Grade and alignment would both be improved. Sight distance at railroad crossing and at one bad burve would be improved. Concrete or steel bridge should be installed

Method of Construction:

- [xx] Contract For bridge
- [ ] State Forces
- [xx] Local Forces**

Estimated Cost $ 180,054.

*Average Daily Traffic
**Please attach six signed ORDER FOR FORCE WORK with Maps.

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

ORDER NO. _____

F. A. Project No. _____ Date June 20 19 75

~~Street~~ Circle Bar Railroad Crossing on Crane-Venator Road (not on F.A. System)

County Harney Prefix _____ Account No. _____

Description of work to be done:

Realignment of roadway, change railroad crossing at grade, new bridge of concrete or steel to replace present wooden structure. County safety project under the 1973 Highway Safety Act, Title II, Section 230.

Location: Sta. to Sta. or MP to MP RR mile post 116.5 Station 0+00 to 78+21 – 1½ miles?

Estimate of quanities and costs:

Fencing - ½ mile			$ 750.00
Clearing - 10 acres @ $1.50			1,500.00
Excavation 26,179 cu.yd. @ $1.00			26,179.00
Surfacing 8,690 + 10% 9,560 cu.yd. @ $7.00			66,920.00
Signing			200.00
Royalties			1,912.00
Travel			2,400.00
Move in			1,500.00
Culverts:			
~~Explanation~~			
480' 18"	@ $8.00	$3,840.	
150' 24"	@ 15.00	2,250.	
76'x72"x44"	@ 50.00	3,800.	9,890.00
Rip rap approach to bridge			2,000.00
		Total without bridge	$113,251.00
		12% Engineering	13,590.00
			$126,841.00
Bridge 32'x28'= 896 sq.ft. x 1.2 for skew = 1,075 sq.ft.			
1,075 sq.ft. @ $45. = $48 375.			
Engineering and Supervision		4,838.	53,213.00
			$180,054.00

Submitted by Harney County (County) Dale White Approved _____ (OSHD)

8547

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 8, 1976

In reply refer to: 1041DA/710.31

SUBJECT: Title II Safety Project
Circle Bar UPRR X'ing Section
Justification to Use County Forces

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In response to Mr. Rulien's March 3 memorandum we regret that we cannot concur in a public interest finding that the work be performed by Harney County forces. The proposed work in type and magnitude could lend itself to competitive bidding. It is a basic intent of Federal-aid highway law that work be accomplished by competitive bidding with limited exceptions.

We are returning the program herewith without action.

G. L. Green

Attachment - Item SRS-68

cc:
(OSHD) G. Eaton
(OSHD) C. Laux
(OSHD) L. Rulien

NOTED
R. L. SCHROEDER

RECEIVED
MAR 10 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 10 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8547

PRO 6-2

5

March 3, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. SRS-0005(68)
Circle Bar UPRR X'ing Section
Justification to Use County Forces

We request your concurrence that it is in the public interest for Harney County forces to accomplish the grading and surfacing on the subject project.

This request is based on the facts set forth in the attached copy of Joseph Miles', Harney County Road Supervisor, letter of February 24, 1976.

This construction season Harney County will reconstruct, to provide a wider section, approximately 21 miles of the Crane-Venator Road between Crane Creek and Malheur County Line. The subject section begins appreximately five miles easterly of Crane Creek within the limits of the county's proposed construction as noted on the attached sketch map.

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JB:ljt
Attach.

cc: M. E. Schwartz (Reg. 5)
L. E. George
D. E. Swan

Harney County Road Department

Joseph R. Miles
[illegible]

BURNS, OREGON

February 24,1976

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE FEB 26 1976 ☒
☐ RDE RECEIVED ☐
REGIONAL OFFICE

Mr. R. C. Lang
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Re: Section 230 Title II
Circle Bar Section
Crane-Venator Road

Dear Mr. Lang:

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contractor for three reasons. First, there are no contractors presently within the County who have the equipment or the crew to do this work. This would mean a move in and out of at least 120 miles one way for a contractor. Second, there are no living accommodations for a crew closer than Burns, Oregon, which is about 40 miles away. Either the crew would have to bring house trailers in or get living accommodations in Burns. Third, it has been a fact that when a relatively small contract for road construction has been let in this area it is usually a small contractor who bids on it and generally this small contractor has a very large turnover in his crew (one crew coming, one working, and one going is usually the case). I am sure that these three factors will increase the cost of this project from 25% to 35%.

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Another factor to consider is that the estimates on the application for the project were based on County force work except bridge and rock crushing.

I hope both the State Highway Division and the Federal Highway Administration find that it is in the best interest of all concerned to do this project by Harney County forces.

Sincerely,

Joseph R. Miles

Joseph R. Miles
County Road Supervisor

JRM:ed

Enclosures

Crane

Works to be done on These Two Sections while County Crews are in Area

5 mi. ±

9.3 mi. ±

Section 230 Title II
Venator RR Crossing
Section
Crane Venator Road

Approved

Section 236 Title II
Circle Bar Section
Crane Venator Road

County Crews Now Working on this Section

6.5 mi. ±

New Princeton

231

Junction

Valley

Adobe

Flat

ANDERSON

VALLEY

Homer Utley (Still ±)

R34E

R33E

R32E

VALMEUR

COUNTY

H

Feb. 24, 1976 -
Section 230 Title II Venator RR Crossing has been approved to be done by County Crews.
Section 236 Title II, Circle Bar Section has not been approved to be done by County Crews.
County Crews are now working on road between these Section and will work on both sides of each section before leaving area.

SHEET 4 OF 13 MAP SHEETS AND 1 SUPPLEMENTAL SHEET
SEE SUPPLEMENTAL SHEET A FOR ENLARGED AREA
ROADSIDE CULVERT PARTIALLY REMOVED

PLOYMENT DIVISION
partment of Human Resources

RESIDENT OREGON LABOR FORCE AND UNEMPLOYMENT BY AREA 1/

February 19, 1976

	[redacted] 2/					[redacted] 3/					January 1975				
	Civilian Labor Force	Unempl.	Rate	Seasonally Adj. Rate	Total Employment	Civilian Labor Force	Unempl.	Rate	Seasonally Adj. Rate	Total Employment	Civilian Labor Force	Unempl.	Rate	Seasonally Adj. Rate	Total Employment
STRICT 1	19,900	2,610	13.1	8.5	17,290	20,370	2,950	14.5	11.7	17,420	20,430	3,810	18.6	12.4	16,620
Clatsop	12,640	1,560	12.3	7.7	11,080	12,850	1,660	12.9	10.5	11,190	12,970	2,120	16.3	10.3	10,850
Tillamook	7,260	1,050	14.5	9.9	6,210	7,520	1,290	17.2	13.9	6,230	7,460	1,690	22.7	15.9	5,770
STRICT 2	464,800	46,100	9.9	8.5	418,700	467,200	43,100	9.2	9.0	424,100	460,800	40,300	8.7	7.5	420,500
Columbia	13,740	1,860	13.5	11.4	11,880	13,830	1,630	11.8	11.2	12,200	13,370	1,600	12.0	10.2	11,770
Portland SMSA	511,800	50,500	9.9	8.5	461,300	514,500	47,400	9.2	9.0	467,100	507,400	44,100	8.7	7.4	463,300
STRICT 3	112,880	13,290	11.8	8.8	99,590	113,050	11,970	10.6	9.4	101,080	110,940	13,590	12.2	9.2	97,350
Salem SMSA	91,700	10,500	11.5	8.7	81,200	92,300	9,700	10.5	9.2	82,600	90,500	10,400	11.5	8.7	80,100
Yamhill	21,180	2,790	13.2	9.5	18,390	20,750	2,270	10.9	10.0	18,480	20,440	3,190	15.6	12.4	17,250
STRICT 4	70,510	8,450	12.0	8.7	62,060	70,230	7,230	10.3	8.7	63,000	68,740	9,180	13.4	9.6	59,560
Benton	24,960	2,160	8.7	6.8	22,800	24,980	1,780	7.1	6.7	23,200	24,170	2,380	9.8	7.7	21,790
Lincoln	12,250	1,700	13.9	9.1	10,550	12,110	1,550	12.8	9.3	10,560	11,510	1,600	13.9	9.2	9,910
Linn	33,300	4,590	13.8	10.0	28,710	33,140	3,900	11.8	9.9	29,240	33,060	5,200	15.7	11.5	27,980
STRICT 5 (Eugene-Springfield SMSA)	110,700	15,250	13.8	11.1	95,450	109,350	13,200	12.1	10.9	96,150	104,800	13,000	12.4	10.1	91,800
STRICT 6 (Douglas)	34,090	4,850	14.0	10.4	29,840	33,900	4,090	12.1	9.0	29,810	34,160	5,190	15.2	11.4	28,970
STRICT 7	30,650	5,280	17.2	13.6	25,370	30,210	4,870	16.1	13.3	25,340	29,980	5,380	17.9	14.2	24,600
Coos	24,760	4,200	17.0	13.5	20,560	24,610	3,910	15.9	13.4	20,700	24,400	4,270	17.5	14.0	20,130
Curry	5,890	1,080	18.3	13.7	4,810	5,600	960	17.1	12.8	4,640	5,580	1,110	19.9	15.0	4,470
STRICT 8	66,450	9,510	14.3	10.6	56,940	69,220	8,760	12.7	10.4	60,460	65,290	11,390	17.4	13.0	53,900
Jackson	48,430	6,160	12.7	9.6	42,270	50,570	5,360	10.6	9.2	45,210	47,760	7,610	15.9	12.2	40,150
Josephine	18,020	3,350	18.6	13.2	14,670	18,650	3,400	18.2	13.8	15,250	17,530	3,780	21.6	15.5	13,750
STRICT 9	15,970	2,150	13.5	10.0	13,820	16,490	1,510	9.2	8.2	14,980	15,570	1,940	12.5	9.2	13,630
Hood River	6,500	990	15.2	11.1	5,510	6,880	590	8.6	7.8	6,290	6,440	860	13.4	9.3	5,580
Wasco-Sherman	9,470	1,160	12.2	9.2	8,310	9,610	920	9.6	8.4	8,690	9,130	1,080	11.8	8.5	8,050
TRICT 10	29,610	3,580	12.1	9.0	26,030	29,570	3,210	10.9	10.0	26,360	27,530	4,250	15.4	11.6	23,280
Crook	5,400	910	16.9	13.5	4,490	5,540	810	14.6	13.1	4,730	5,100	1,110	21.8	17.6	3,990
Deschutes	20,060	2,310	11.5	8.6	17,750	19,750	2,020	10.2	9.6	17,730	18,200	2,580	14.2	10.6	15,620
Jefferson	4,150	360	8.7	5.5	3,790	4,280	380	8.9	7.8	3,900	4,230	560	13.2	8.6	3,670
TRICT 11	25,100	2,730	10.9	8.5	22,370	25,300	2,440	9.6	9.1	22,860	24,430	3,250	13.3	10.4	21,180
Klamath	22,320	2,330	10.4	8.4	19,990	22,450	2,050	9.1	8.8	20,400	21,670	2,720	12.6	10.2	18,950
Lake	2,780	400	14.4	9.2	2,380	2,850	390	13.7	11.3	2,460	2,760	530	19.2	12.2	2,230
TRICT 12	28,690	2,830	9.9	7.1	25,860	28,650	2,500	8.7	7.5	26,150	27,080	3,070	11.3	8.2	24,010
Gilliam	690	60	8.7	6.7	630	690	50	7.2	5.6	640	720	40	5.6	5.0	680
Grant	2,970	480	16.2	12.2	2,490	3,060	400	13.1	14.1	2,660	2,970	550	18.5	15.2	2,420
Morrow	3,280	210	6.4	4.6	3,070	3,210	190	5.9	4.7	3,020	2,420	140	5.8	3.9	2,280
Umatilla	20,940	1,960	9.4	6.6	18,980	20,860	1,750	8.4	7.0	19,110	20,000	2,140	10.7	7.6	17,860
Wheeler	810	120	14.8	9.9	690	830	110	13.3	9.9	720	970	200	20.6	14.7	770
TRICT 13	17,970	2,270	12.6	9.4	15,700	18,630	2,220	11.9	10.0	16,410	17,930	3,170	17.7	13.4	14,760
Baker	6,090	580	9.5	5.9	5,510	6,260	550	8.8	6.8	5,710	6,200	880	14.2	8.9	5,320
Union	8,820	1,210	13.7	11.2	7,610	9,130	1,170	12.8	11.1	7,960	8,760	1,720	19.6	16.3	7,040
Wallowa	3,060	480	15.7	11.1	2,580	3,240	500	15.4	12.7	2,740	2,970	570	19.2	13.9	2,400
TRICT 14	13,500	1,200	8.9	8.0	12,300	13,580	980	7.2	7.0	12,600	12,510	1,390	11.1	10.0	11,120
[redacted]	3,560	350	9.8	[redacted]	3,210	3,600	330	9.2	[redacted]	3,270	3,310	460	13.9	13.9	2,850
Malheur	9,940	850	8.6	7.2	9,090	9,980	650	6.5	6.3	9,330	9,200	930	10.1	8.5	8,270
TE OF OREGON	1,041,500	120,100	11.5	9.0	921,400	1,045,800	109,000	10.4	9.5	936,800	1,020,100	118,900	11.7	9.1	901,200

The revised labor force series on this table have been adjusted to a residence basis and to the national household Current Population Survey (CPS) annual benchmarks for the State of Oregon. The revised series are not comparable to either the "place of work" labor force published prior to April 1974 or the resident labor force series published prior to March 1975. Workers involved in labor disputes are included among the employed. Total employment also includes agricultural workers and nonagricultural self-employed, unpaid family and domestic workers and nonfarm wage and salary employment adjusted for duplicate job holding and commuting.

Preliminary. 3/ Revised.

8547

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 2, 1976

In reply refer to: 1041DA.5

SUBJECT: Program Data Submission
Project SRS-000S(68)
Circle Bar Section
Crane-Venator Road
Harney County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Reference is made to Mr. Rulien's January 27 submission. This project appears to qualify as a safety project; however, we are unable to concur that it is in the public interest to perform the substantial portion of the proposed work with county forces and are therefore withholding program action.

: G. L. Green

cc:
OSHD (Rulien)
OSHD (Laux)
OSHD (Eaton)

RECEIVED
STATE HWY ENGR
FEB 3'76
REFER TO
Rulien
FOR
Info | Insp | R.D. | D.R. | Sign | File
cy Schumacher

RECEIVED
FEB 3 1976
Office of
Assistant State Highway Engineer

8547

PRO 6-2

January 27, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. SRS-0005(68)

We are submitting program data for one project, Item No. 68, Project No. SRS-0005(68), "Circle Bar Section", which we desire to have included in the Safer Roads Demonstration Program under Section 230 of title II as established by the Federal-Aid Highway Act of 1973.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

A copy of the State Clearinghouse A-95 review approval letter was forwarded previously.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(2) Approval to accomplish the construction with Harney County forces based on the public interest findings set forth in FHPM 6-8-2-1, paragraph 7b(1).

(3) Approval of the "Order for Force Work Performed by County Forces" (estimated total cost $126,076 Federal funds $113,468) and authorization to proceed with the construction phase concurrent with program approval in order to reduce the time lag between project conception and P.S. & E. approval. Enclosed are six copies of the "Order for Force Work Performed by County Forces" for this project. Reimbursement will be claimed on an actual cost basis.

(4) Authorization that preliminary engineering charges including Railroad and Utility preparatory work (estimated total cost $7,250 - Federal funds $6,525) for the project are eligible even though P.S. & E. approval has been granted. Since the project program contains all phases of preliminary engineering and construction the preceding action under No. 3 (P.S. & E. approval) necessitates this request.

We will request authorization to proceed with the construction phases of work by Railroad forces upon your approval of an agreement with Union Pacific Railroad.

Harney County has this project included on the agenda for the February 4 meeting of the "Local Contract Review Board" created under ORS Chapter 771.

DRH:md

Encl.

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

FEDERAL-AID PROGRAM DATA

January 27, 1976

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (19) (20)	Co. Rd., 9 mi. S.E. of Crane, SE 21 68	ADT	130	200 (66) (70)	96 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
CARD 3	P.E., Gr., Dr., Low-type surf.,Br. 28 62	(63) (68)	(69) (86)	(68)	(70)	(71)	(72) (73)	(74) (76)	SRS- 14 28	000S 7

CARD 4

CLASS OF FEDERAL FUNDS: (Section 230) Safer Roads Demonstration Program

NAME OF URBAN AREA: ---- 17-31

COUNTY NAME: Harney

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	Non (32)	Co. Rd. (36) (37)	—

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1-4) (5)	(18	41	42	48 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			1.48	7,250	6,525		725 (Co.
5					ROW							
5					CONST (CODE) 2010 X080		"Circle Bar Section"	1.48	182,150	163,935		18,215 (Co.
								1.48	189,400	170,460		18,940 (Co.

(16) (23) (24) (33)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

DRU

REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 27, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 9 mi. S.E. of Crane, SE	ADT	130	200	96	10	Oregon	41	148	68

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Low-type surf.,Br.								SRS-	000S	(68)		

OS	COUNTY NAME	CODE	PROGRAM STAGE
(Section 230) Safer Roads Demonstration Program	Harney	025	[ ] 1 OR [X] 2
----	ROUTE NO. / FEDERAL-AID: Non / STATE: Co. Rd. / U.S.: --		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			1.48	7,250	6,525		725 (Co.)	
ROW								
CONST (CODE) 2010 2080		"Circle Bar Section"	1.48	182,150	163,935		18,215 (Co.)	ROW - 60' min.; Access control-none; Parking restrictions-none. RR & Util. adj. req. incl. prep. work.
Y DBL	PROJECT TOTALS		1.48	189,400	170,460		18,940 (Co.)	

APPROVAL DATES

REMARKS

-Over-

CIRCLE BAR SECTION

PROJECT NO. SRS-0005(68)

Existing Facility:

Proposed Facility--Located line only.
Traveled Way--24-foot graveled surface, one timber structure, and UPRR X'ing No. 2L-116.70.

Adjacent Sections: 24-foot graveled surface.

Project Data: The proposed work is as follows:

1. Preliminary engineering all phases.

2. (a) Grade, drain, low-type surface a 28-foot roadway on improved (new) alignment to provide two 12-foot travel lanes with 2-foot shoulders.

   (b) Construct reinforced concrete bridge approximately 32-feet in length with horizontal clearance of 28-feet.

Note: It is proposed to accomplish 2(a) by County forces with required review by State forces.

Railroad Crossing Data:

Name of Railroad	Union Pacific Railroad
No. of Tracks	One (mainline)
No. of Trains	Two (thru)
No. of High-Speed Trains	None
Existing Crossing Protection	None (new crossing)
Proposed Crossing Protection	Cross-bucks
Railroad Benefits	None

Relocation Assistance Payments: None required.

System Action, Airports, Water Development, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements:

(a) State Clearinghouse A-95 letter of approval dated

(b) Notice of Intent was submitted to District 14 Cle December 12, 1975 and as the Notice of Intent has District Clearinghouse more than the required 30 action it is assumed that no adverse review or co received.

Urban Transportation Planning (PPM 50-9): Not applicabl

FHPM 7-7-2 Requirements: Nonmajor action project concur December 15, 1975.

FHPM 7-7-5 Requirements: Not applicable under Timesavin forth in FHPM 6-8-2-1.

Note: (1) This project is in Congressional District No

(2) This project had progressed beyond the point approval at the inception of the 1973 Federa

Data for PR-37:

Type Code PE----------$ 7,250
Type Code 2010----------$126,676
Type Code X080----------$ 55,474

CIRCLE BAR SECTION

PROJECT NO. SRS-0005(68)

ty--Located line only.
4-foot graveled surface, one timber structure, and
RR X'ing No. 2L-116.70.

24-foot graveled surface.

proposed work is as follows:

engineering all phases.

drain, low-type surface a 28-foot roadway on improved
ent to provide two 12-foot travel lanes with 2-foot

t reinforced concrete bridge approximately 32-feet
th horizontal clearance of 28-feet.

ed to accomplish 2(a) by County forces with required
ate forces.

Data:

	Union Pacific Railroad
	One (mainline)
	Two (thru)
d Trains	None
g Protection	None (new crossing)
g Protection	Cross-bucks
s	None

nce Payments: None required.

ports, Water Development, Recreation and Historical
olved.

IM 50-1-70 Requirements:

(a) State Clearinghouse A-95 letter of approval dated January 14, 1976.

(b) Notice of Intent was submitted to District 14 Clearinghouse on December 12, 1975 and as the Notice of Intent has lain before the District Clearinghouse more than the required 30 days without action it is assumed that no adverse review or comments will be received.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 15, 1975.

FHPM 7-7-5 Requirements: Not applicable under Timesaving Procedures set forth in FHPM 6-8-2-1.

Note: (1) This project is in Congressional District No. 2.

(2) This project had progressed beyond the point of location/design approval at the inception of the 1973 Federal-Aid Highway Act.

Data for PR-37:

Type Code PE----------$ 7,250
Type Code 2010----------$126,676
Type Code X080----------$ 55,474

8547

PRO 6-2

January 27, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Safer Roads Demonstration project.

Item No.	Project No.	Section Name & PMRS No.
60	SRS-000S(68)	Circle Bar Section #7512-2-670

DRH:md

Encl.

cc: D. E. Swan (2)

8547

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Circle Bar Section HARNEY

DATE: January 14, 1976

The state has reviewed your project and reached the following conclusions:

1/14/76
cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
C. K. Ansell
Aeronautics Div.

- [X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.
- [ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- [ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.
- [ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
JAN 19 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7512 2 6701

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
MARIE STEPHENS

REN GIFFORD
12-12-75

PNRS #2

8547

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4-3

SALEM, OREGON

December 23, 1975

FROM: L. W. Rufich
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT MANAGEMENT
Circle Bar (UPPR) Section
Crane-Venator Hwy.
Harney County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 14 : C. K. Ansell

ESH
Date 12-24-75

RECEIVED
DEC 24 '75

Form FHWA 121 (Rev. 5-73)

List 14

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 15, 1975

In reply refer to: 1041DA.5/

SUBJECT: Oregon Project SRS-0005(-)
Circle Bar (UPPR) Section
Crane-Venator Highway
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's December 5 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action and does not include concurrence with funding with Section 230 funds.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William L. Kappus

G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 5, Kennedy)

DEC 1 '75

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 14, 1975

A. PROJECT IDENTIFICATION

Name of Project Circle Bar (U.P.R.R.)*Section SRS-0005(—)
(Section)

Location of Project - Crane-Venator (Highway Name) County Road . (Highway No., US - ORE)

East of Crane (City) Harney (County) 5 (Region)

Program Sec. 230-Title II, 73 Hwy. Act (Funding) $180,054 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide a safer crossing of railroad and improve alignment of substandard section of road.

Origin and History: Nine accidents reported in last 10 years. Proposed project is result of requests by public, involved land owners and priority rating by the county. Alignment presently has 300° of deflection.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 1.48 miles

Termini 0+00 to Station 78+21. Crossing of railroad is at M.P. 116.5

Alignment (new or existing) New alignment proposed.

*Union Pacific Railroad

3
NON-MAJOR

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) 13.6 acres ± of unimproved (sage brush) range land.

Typical Section 2-12' travel lanes, 2' shoulder area each side.

Bikeway N/A not justified.

Structures None

Additional Facilities None

Access Control N/A

Materials Crushed rock from commerial sources.

Borrow and Waste Disposal N/A Borrow from proposed alignment, no anticipated waste.

Special Construction Methods None.

Characteristics (ADT) 130

Other General Information (or Supplemental information to items)

See attached letter from L. E. George to L. W. Rulien.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternative to widen existing right-of-way to improve alignment. This alternative would not basically improve the sight distance for railroad x-ing or significantly reduce curvature of roadway.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Full coordination with local, state and federal agencies.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N/A

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
Status		Date	Status	Date
☐	Survey Authorization	_____	☐ Systems Planning	_____
☐	Reconnaissance	_____	☐ Prel. Engineering	_____
☐	Field Location	_____	☐ Corridor Approval	_____
☐	Office Location	_____	☐ Design Approval	_____
☐	Field Prel. Design	_____	☐ Plans, Specifications and Estimates Approval	_____
☐	Office Prel. Design	_____		
☐	Final Design	_____		
☐	Contract Plans	_____		

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Project is located in ~~east central Harney~~ county. Surrounding mountains are covered with sagebrush and isolated single junipers. Soils range from fair pasture land to marginal dry range land with some bunch grass. No year round streams are involved on the project. Some deer and antelope are in the area.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use is oriented to cattle ranching interests.

Route is used by area residents and vacationers going to and from Warm Springs Reservoir east of Venator.

Noise and air quality would not be materially affected during construction.

Union Pacific Railroad is involved. Power lines may be involved.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way [redacted]:

13.6 acres ± required for right-of-way. The right-of-way required is unimproved (sage brush) range land. No buildings or residences would be involved in the project.

Consequences:

No consequence as existing right-of-way would be deeded to adjacent property owner.

2. Estimated Changes in Traffic Patterns:

Would reroute traffic from dangerous railroad crossing

Consequences:

None

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

No change in overall land use.

Consequences:

None

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N. A.

b. Noise Standards

N.A.

c. Water Quality Standards

N.A.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

N/A

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

N/A

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

N/A

REGION -
(Environmental ist, Resident Engineer)

N/A

J. ~~PROJECT~~ (ACTION PLAN) CLASSIFICATION:

[ ] Category 1 [ ] Category 2 [X] Category 3 [ ] Category 4

K. TYPE OF ACTION

[ ] Major Action
- [ ] Significant
- [ ] Non-Significant

[X] Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

[ ] Draft EIS
[ ] Final EIS
[ ] Supplemental Draft EIS
[ ] Supplemental Final EIS
[X] Assessment Only
[ ] Section 4(f)
[ ] Negative Declaration
[ ] State-Wide Negative Declaration
[ ] Preliminary EIS
[ ] OTHER _____

Key & City

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

July 18, 1975

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: Title II, Section 230 requests (3)
Crane-Venator & North Loop Roads
Harney County

TO: L. W. Rulien
Project Management Engineer

RE ACE RBE RME
ROE AUG 4 1975
RECEIVED
RDE REGIONAL OFFICE

Attached are three requests by Harney County for safety projects on non-federal aid roads which are seeking funding under Section 230 of Title II. While it would appear that no reportable accidents have occurred at any of these locations in the past five years, the County's figure of 9 accidents in 10 years near the Circle Bar Railroad Crossing would seem to indicate that there have been many cases of unreported accidents on these gravel roads.

Please proceed with the programming for these requests by taking the steps necessary to obtain FHWA approval.

RE RBE RME
ROE JUL 23 1975
RECEIVED
RDE REGIONAL OFFICE

EB:rj
cc: W. E. Schwartz - Prepare and send Survey Authorization for each project (3) to Victor Wolfe.
R. C. Lang

Victor D. Wolfe, Location Engineer August 1, 1975

Herewith 3 survey authorizations for projects under the Title II, Section 230 program in Harney County. The figures on the attached slip indicate the amount of money that the various field crews will need to perform their work.

D.D.Allen
Reg. Const. Engr.
By: G. F. Epley

Circle Bar Project

HARNEY COUNTY

MALHEUR COUNTY

Circle Hill

KEY TO COUNTIES

7,120

GENERAL HIGHWAY MAP

HARNEY COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U S DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SCALE

1974

Form FHWA 121 (Rev. 5-73)

8547

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 15, 1975

In reply refer to: 1041DA.5/

SUBJECT: Oregon Project SRS-0005(-)
Circle Bar (UPPR) Section
Crane-Venator Highway
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's December 5 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action and does not include concurrence with funding with Section 230 funds.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus

G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 5, Kennedy)

RECEIVED
DEC 19 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 19 '75
REFER TO
Rulien
FOR

8547

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
DEC 15 '75
REFER TO
FOR
Info | Inves | R/D | D/R

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 12, 1975

TO Executive Department
Federal Aid Coordination Unit

Southeast Oregon Council
of Governments
P.O. Box 799
71 S.W. 2nd. St.
Ontario, Oregon 97914

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 14
Circle Bar (UPRR) Section
Crane-Venator Road
Harney County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 12, 1976.

Attachment

BLG:md

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
C. K. Ansell
Aeronautics Div.

NOTED
MARIE STEPHENS

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: State Highway Division

46] DIVISION [79: Dept. of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building

46] CITY [60: Salem

76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien

46] AREA CODE [48: 503

49] PHONE [55: 378

56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Circle Bar (UPRR) Section District 14

11 12] PROJECT LOCATION—CITY: Crane-Venator Road

PROJECT LOCATION—COUNTY: Harney

PROJECT LOCATION [79: SEC: ---- T: 26S R: 33E

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

This project is to conduct the necessary preliminary engineering, acquisition

06 12] [71: of right-of-way and incidental work required to provide a safer crossing of the

07 12] [71: railroad tracks at M.P. 116.5.

08 12] [71: (See Attachment)

09 12] [71:

10 12] [71:

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
162,000	----	----	18,000	----	180,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45:

46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79:

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Transportation

46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes [X] 29 No [ ] 30 Date: 12/12/75

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January 43] DAY [44: 12 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/12/75

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This is a Safer Roads Project, Sec. 230-Title II, 1973 Highway Act. Requested by Harney County in cooperation with the State Highway Division.

(See Attachment)

Circle Bar Project

N

7,120

GENERAL HIGHWAY MAP
HARNEY COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1974

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 14, 1975

A. PROJECT IDENTIFICATION

Name of Project Circle Bar (U.P.R.R.)*Section SRS-0005(--)
(Section)

Location of Project - Crane-Venator (Highway Name) County Road . (Highway No., US - ORE)

East of Crane (City) Harney (County) 5 (Region)

Program Sec. 230-Title II, 73 Hwy. Act (Funding) $180,054 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide a safer crossing of railroad and improve alignment of substandard section of road.

Origin and History: Nine accidents reported in last 10 years. Proposed project is result of requests by public, involved land owners and priority rating by the county. Alignment presently has 300° of deflection.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 1.48 miles

Termini 0+00 to Station 78+21. Crossing of railroad is at M.P. 116.5

Alignment (new or existing) New alignment proposed.

*Union Pacific Railroad

CATEGORY 3 PROJECT
NON-MAJOR

Form (2)9-71

Description of Project (cont)

Right-of-Way (acreage and type of land use) 13.6 acres ± of unimproved (sage brush) range land.

Typical Section 2-12' travel lanes, 2' shoulder area each side.

Bikeway N/A not justified.

Structures None

Additional Facilities None

Access Control N/A

Materials Crushed rock from commerial sources.

Borrow and Waste Disposal N/A Borrow from proposed alignment, no anticipated waste.

Special Construction Methods None.

Characteristics (ADT) 130

Other General Information (or Supplemental information to items)

See attached letter from L. E. George to L. W. Rulien.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternative to widen existing right-of-way to improve alignment. This alternative would not basically improve the sight distance for railroad x-ing or significantly reduce curvature of roadway.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: [X] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Full coordination with local, state and federal agencies.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N/A

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
Status		Date	Status	Date
☐	Survey Authorization		☐ Systems Planning	
☐	Reconnaissance		☐ Prel. Engineering	
☐	Field Location		☐ Corridor Approval	
☐	Office Location		☐ Design Approval	
☐	Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐	Office Prel. Design			
☐	Final Design			
☐	Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Project is located in ~~east central Harney County~~. Surrounding mountains are covered with sagebrush and isolated single junipers. Soils range from fair pasture land to marginal dry range land with some bunch grass. No year round streams are involved on the project. Some deer and antelope are in the area.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use is oriented to cattle ranching interests.

Route is used by area residents and vacationers going to and from Warm Springs Reservoir east of Venator.

Noise and air quality would not be materially affected during construction.

Union Pacific Railroad is involved. Power lines may be involved.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way ~~requirements~~:

13.6 acres ± required for right-of-way. The right-of-way required is unimproved (sage brush) range land. No buildings or residences would be involved in the project.

Consequences:

No consequence as existing right-of-way would be deeded to adjacent property owner.

2. Estimated Changes in Traffic Patterns:

Would reroute traffic from dangerous railroad crossing

Consequences:

None

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

   No change in overall land use.

   Consequences:

   None

4. Expected Adverse Effects on Natural Ecological Resources:

   None

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

   None

7. Potential for Controversial Issues:

   None

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N. A.

b. Noise Standards

N.A.

c. Water Quality Standards

N.A.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

N/A

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

N/A

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

N/A

REGION -
(Environmentalist, Resident Engineer)

N/A

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
- ☐ Significant ☐ Non-Significant

☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER _____

8548 Linn Rd.-Sams Valley Hwy. 1977
Sec. of Crater Lake Hwy.
(Paving)

#8514

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Jackson	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-13-79	T. P. Lowe, Area Engineer	F-13(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
10-17-77	2-10-78	126 %	100 days

APPROVED EXTENSIONS	LOCATION
- 0 -	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LINN ROAD - SAM'S VALLEY HIGHWAY
CRATER LAKE HIGHWAY
Paving

The contractor used 126 clanedar workdays, 26 calendar days more than the contract allowed. Liquidated damages were charged the contractor for 26 days @ $100.00/day.

If more information is desired, please read report #1 (Final Inspection Report).

COPY SENT
FEB 20 1979
Washington

RECEIVED
STATE HWY ENGR
FEB 21 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE — Thomas P. Lowe		SIGNATURE: Original Signed By G. K. HOSSNER — Field Operations — G. K. Hossner Engineer	
TITLE: Area Engineer	DATE	TITLE: Field Operations Engineer	DATE: 2-20-79

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8548-15 State

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RCS HNG-30-02

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL — *To be completed by Washington Headquarters Personnel* — 1 | 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE ★	COUNTY	FEDERAL PROJECT NO. ★	URBAN ( ) ★ RURAL (X)
Oregon	Jackson	F-13(1)	

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
	CONSTRUCTION TYPE CODES		9,666		DATE STARTED ★ July 13, 1977
20	FINAL CONSTRUCTION COST★	DOL.	505,125		DATE COMPLETED ★ November 17, 1977
21	LENGTH OF PROJECT	MILES	3,328		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD A

30	LABOR ★ *(Roadway and Bridges Combined)*	TOTAL MAN HOURS 7,082	GROSS EARNINGS $77,294

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES ★	DOL.	214,803.33	
B	9	PETROLEUM PRODUCTS ★	GAL.	35,345	
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.	18,158	
C	92	AGGREGATES PURCHASED	CU. YD.	5,040	
C	3	BITUMINOUS MATERIAL	GAL.	232,626	
C	4	LUMBER	THSD. BD. FT.		
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.		
D	8	STRUCTURAL STEEL	LB.		
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.	3	
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	705	
E	15	AGGREGATES PRODUCED	TON		
E	95	AGGREGATES PRODUCED	CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.		
F	17	FENCING	LIN. FT.		
F	18	GUARDRAIL	LIN. FT.	438	
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 | 49–52 | 53–61 | 62–70

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
H	6	CORR. STEEL CULVERT	
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

★ MUST BE REPORTED ON ALL REPORTS — REVIEWED BY: — DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

8548

March 13, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $2,600 will be made to Rogue River Paving Co., Inc., on Contract No. 8548 for paving on the Linn Road-Sams Valley Highway Section of the Crater Lake Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $502,209.19 including the post-final payment. Of the total $593.42 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Rogue River Paving Co., Inc.
P. O. Box 1386
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8548

8

February 28, 1978

Rogue River Paving Co., Inc.
Post Office Box 250
Medford, OR 97501

Gentlemen:

We have carefully evaluated your request for an increase in calendar workdays on the Linn Road-Sams Valley Highway Section paving contract, Contract No. 8548.

In response to the reasons stated in your request, I am granting an additional 26 calendar workdays for this project, which will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Keith L. Martin
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 27, 1978

FILE: CON 5 #8548

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Linn Road-Sams Valley Highway
Crater Lake Highway
Contract No. 8548

The contractor on this project, Rogue River Paving Company, Incorporated, has requested an extension of 26 calendar workdays for this project. Some significant dates are as follows:

Contract awarded	June 28, 1977
Workday count started	July 11, 1977
Work Started	July 13, 1977
Work completed	November 17, 1977
(Excess days used) 26	

The contractor's request for an additional 26 days on this project is solely related to two bid items that were significantly overrun. This was an asphaltic concrete overlay project placed over existing Portland cement concrete pavement. An item was included in the project for "underseal asphalt". It was necessary to overrun this item by 145 tons, or 26 percent, in order to accomplish the desired work. A price agreement was written to document this quantity overrun. The contractor pursued this entire project rather vigorously. His production rate for placing asphalt underseal was an average of 15 tons per day. Therefore the 145 ton overrun in quantities would result in an allowance which should be made in favor of the contractor of 10 calendar workdays.

The second item was the aggregate shoulder material. This item was underestimated badly in the original contract and had to be increased by 4,770 tons, or a 238 percent increase in quantity. Some of this work was accomplished concurrently with other required contract work. However, this increase in quantity did deplete the contractor's source and a different source was required for much of the overrun materials. An increase of 16 calendar workdays is deemed appropriate for this overrun. A rough draft letter to the contractor is attached for your consideration. This is a Federal-aid project, however, under our shortcut procedures, it is not necessary to submit this request to FHWA for their concurrence.

OBJ:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
FEB 28 '78
REFER TO
FOR
Info. Inves. R/D D.R. Sign Act. File

E-220 (Rev. 3-72)

RE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
JAN 13 1978

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 30, 19 77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 126 days, within which to complete our Contract No. 8548, without the assessment of liquidated damages. The said contract is described as follows:

Linn Road - Sams Valley Highway Section Paving

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Copy

Respectfully submitted,

Rogue River Paving Co., Inc.
Contractor

By Richard E. Wright, V.P.

CONSENT OF SURETY

Date 1-4, 19 78

We, UNITED PACIFIC INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

By H. McMillan
H. McMILLAN Attorney-in-fact

(SEAL)

Countersigned by
Resident Agent

By Ethel Wolfe

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8548 Contractor Rogue River Paving Company, Incorporated

Highway Crater Lake

Section Linn Road-Sams Valley Highway

Kind of Work Grade & Pave

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Due to increase in work quantities performed.

Recommended for Approval:

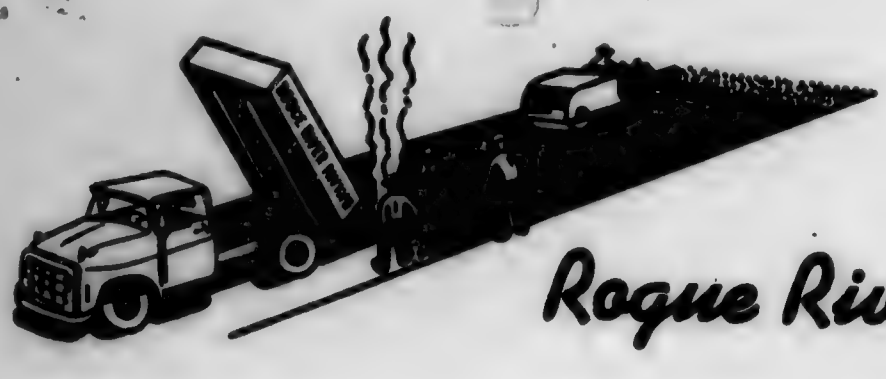
Regional Engineer

For Construction Engineer or Bridge Engineer

State Highway Engineer

SP*67865-734

Contract No.	8548
Project designation	F-13(1) State-Federal
Date awarded	June 28, 1977
Work started	July 13, 1977
Per cent completed	100 Nov. 17, 1977 Date
No. of Workdays Allowed	100 CWD
No. of Workdays Used	126 CWD
No. of Added Workdays Requested	26 CWD



TELEPHONES:
MEDFORD 779-2435
MEDFORD 773-1321
MEDFORD 773-6644

Rogue River Paving Co., Inc.

P.O. BOX 250
MEDFORD, OREGON 97501

Reasons for Increased Calendar Work Days

P.A. #2 - Increased underseal asphalt by 170 tons from 560 tons to 730 tons.
Original time allotted B.I. #12 was approximately 30 days. Additional time required was 15 days.

P.A. #5 - Increased aggregate shoulders from 1570 cu.yd. to 2900 cu. yd.
This change in quantity exhausted the source of material at the Linn Rd. pit. Therefore, we were forced to haul material from our Kirtland Rd. source (an additional haul of 9.8 mi.).

Original time allotted for B.I.#10 was approximately 7 days. Additional time required was 15 days.

Lind Rd. to Hwy 62 Section Hwy 62

Description	July	August	Sept.	Oct
Detours				
Signs				
Temp. Pvmt. Markers				
Flagmen				
Embankment				
Shoulder Prep.				
Milling				
Aggregate Shoulders				
Drill Holes				
Undercoat Asphalt				
Class C Asphalt				
" " leveling				
Asphalt Cement				
" " Tack Coat				
Guard Rail & Anchors & End Pieces				
Asphalt Approaches				
Delineators				
Mail Boxes				

8548

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

February 23, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: Rogue River Paving Co., Inc.
Contract 8548

Gentlemen:

This project has been finalled. The $12,500.00 deposited in lieu of retainage is hereby released.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Rogue River Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

RECEIVED
FEB 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8548

2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

February 21, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attn: Robert J. Cunningham, Mgr.

Re: Rogue River Paving Co., Inc.
Contract 8548

Gentlemen:

We have received safekeeping receipt 145847 which replaces 145842 for $12,500.00. The maturity date of the new certificate is March 19, 1978.

The contractor is still eligible to reduce the total securities on deposit for this project from the $12,500.00 to $10,000.00.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

NOTED
C. W. HEAD

cc: Rogue River Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

RECEIVED
FEB 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8548

February 14, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8548 awarded to Rogue River Paving Co., Inc., for paving on the Linn Road-Sams Valley Highway Section of the Crater Lake Highway in Jackson County was completed on November 17, 1977, and accepted by the State Highway Engineer on February 10. 1978.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 21, 1978.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Rogue River Paving Co., Inc.
P. O. Box 1386
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8548

8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

February 7, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: Rogue River Paving Co., Inc.
Contract 8548

Gentlemen:

Retainage requirements on this project have been reduced to $10,000.00. Their presently is $12,500.00 deposited in lieu of retainage on this project. $2,500.00 may be released or transfered to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Rogue River Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, JR.,

8548

8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 20, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: Rogue River Paving Co., Inc.
Contract 8548

Gentlemen:

We have received safekeeping receipt 145842 for $12,500.00 maturing February 13, 1978. This replaces receipt 145834 for the same amount.

Their is no charge in the allocation of securities.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Rogue River Paving Co., Inc.

bc: C.H. Head
R. Church
C.W. Barrett, Jr.(Att.)

8548

FINAL REPORT

FORM 81-736-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: LINN RD - SAMS VALLEY HWY.		WEEK ENDING: 24 December 1977
		SECTION PREFIX: 15-1093
HIGHWAY: Crater Lake		COUNTY: Jackson
NAME OF JOB: Linn Road-Sams Valley Hwy	KIND OF WORK: Paving	
CONTRACTOR: Rogue RiverPaving Co., Inc.	CONTRACT NUMBER: 8548	FEDERAL AID PROJECT NUMBER: F-13(1)
DATE OF CONTRACT: 28 June 1977	DATE WORK STARTED: 13 July 1977	ESTIMATED COMPLETION DATE: ----------
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: work SPECIFIED CALENDAR DAYS: 100	WORK DAYS USED: work CALENDAR DAYS USED: 126
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 126
PROJECT AUTHORIZATION: $ 556,636.35	ENGINEERING AUTHORIZATION: $ 44,138.57	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 512,497.98	ENGINEERING COST TO DATE: $ 40,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97.5
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 502,525.82	PERCENT OF AUTHORIZATION: 90.6 %	DATE PROJECT WAS COMPLETED: 17 November 1977
ESTIMATED PERCENT: [redacted] UNDERRUN 1.9%		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	SURFACING	
		SHLD 100	SHLD 100	100		SIAB. STABIL. 100	
			SHLD GRADING	SHLD SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			3.31	3.31		3.31	3.31
MILES PARTIALLY COMPLETED							
MILES COMPLETED			3.31	3.31		3.31	3.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)			3.31 mi	2000 tons		560 Tons	18,600 Tons
TOTAL QUANTITIES CORRECTED TO DATE			3.31 mi	5040 C.Y.		705 Tons	18, 158 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			3.31 mi	5040 C.Y.		705 Tons	18,158 Tons
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
DEC 27 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

DEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
18 SUNDAY	NO ACTIVITY ALL WEEK, PROJECT COMPLETE
19 MONDAY	
20 TUESDAY	
21 WEDNESDAY	
22 THURSDAY	
23 FRIDAY	Semi-Final estimate submitted this date.
24 SATURDAY	

REMARKS

THIS IS THE FINAL Weekly report.

SIGNED Keith L. Martin LOCATION GRANTS PASS

KEITH L. MARTIN

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8548

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 20, 1977

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: Rogue River Paving Co., Inc.
Contract 8548

Gentlemen:

We received your safekeeping receipt 145834 in the amount of $12,500.00, maturing January 11, 1978. This replaces receipt 145820 for $5,500.00 and 145825 for $7,000.00. Their is no change in the allocation of securities.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Rogue River Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

8548

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 20, 1977

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham
Manager

Re: Rogue River Paving Co.,Inc.
Contract 8548

We have received safekeeping receipt 145825 for savings certificate 14-00326201 in the amount of $7,000 maturing December 12, 1977.

This increases the total on deposit for this project to $12,500.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Rogue River Paving Co.,Inc.

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8548

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 8-70	FEDERAL-AID PROJECT AGREEMENT	Oregon
	8-16-77	County: Jackson
		Project No.: F-13(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Linn Road-Sams Valley Highway

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6/1/77	3.328
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro rata 85.8% FEDERAL FUNDS
$ 552,380	$ 473,942

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Technical Services Engineer
(Title)

By

Acting State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 16 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, July 28, 1977

FEDERAL AID PROJECT
No. F-13(1)

LINN ROAD-SAMS VALLEY HIGHWAY SECTION
CRATER LAKE HIGHWAY
JACKSON COUNTY

Project Agreement Estimate.

Type Code 9666
Roadway (Sta. 1640+00 thru EQ. Sta. 1721+40.00=Sta. 1748+18.55 to Sta. 1842+50)

Furnishing Field Laboratory	1 only	1.00	$ 1.00
Mobilization (5%)	All Required		17,000.00
Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signs	339 Sq. ft.	5.00	1,695.00
Temporary Plastic Safety Markers	13 only	40.00	520.00
Flagmen	2,000 Hour	16.00	32,000.00
Embankment in Place	800 cu. yd.	2.50	2,000.00
Preparation of Shoulders	3.31 Mile	2,500.00	8,275.00
Watering	40 M-Gal.	13.00	520.00
Aggregate Shoulders	2,000 Ton	4.25	8,500.00
Drill Holes	9,330 only	3.75	34,987.50
Underseal Asphalt	560 Ton	195.00	109,200.00
Class "C" Asphalt Concrete Mixture	16,200 Ton	8.40	136,080.00
Class "C" Asphalt Concrete Mixture in Leveling	2,400 Ton	8.40	20,160.00
Asphalt Cement in Mixture	1,210 Ton	79.00	95,590.00
Asphalt in Tack Coat	15 Ton	150.00	2,250.00
Guardrail, Type 2A	400 lin. ft.	10.00	4,000.00
Guardrail Anchors, Type 1	4 only	300.00	1,200.00
Rail End Pieces, Type C	4 only	110.00	440.00
Extra for Asphalt Approaches	74 only	65.00	4,810.00
Delineators	90 only	15.00	1,350.00
			$483,578.50

Anticipated Items

Permanent Pavement Striping and Stenciling (S.F.)	All Required	$ 1,800.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainee (1 at $800)	All Required	800.00
		$ 3,100.00
	Subtotal	$486,678.50
	Engineering	65,701.50
	TOTAL	$552,380.00

Length of Project . . . . . 3.328 miles
Cost of Roadway Per Mile $165,979.56

Work Retained in Program Status
(not included in totals below)

Bikeway Signs (S.F.)	All Required	$ 1,600.00

Federal Funds (85.8%)	$473,942.00
State Funds	78,438.00
TOTAL	$552,380.00

Group 1 - 100%
Contract No. 8548
Prefix 15-1093

8541

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 16, 1977

U. S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Re: Rogue River Paving Co.,Inc.
Contract 8548

We have received safekeeping receipt 145820 for savings certificate 14-0032169 in the amount of $5,500 maturing December 9, 1977.

This deposit is held in lieu of retainage on contract 8548.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

cc: Rogue River Paving Co., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8548 (4

STATE OF OREGON

INTER-OFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 21, 1977

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Rolling Hills Cr.-Reese Cr.
(Linn Rd.-Sams Valley Why.)
Crater Lake Highway
Jackson County

RECEIVED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dy

Attachment

Approved 6/20/77
Asst. State Hwy. Eng

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 3 : Alfred Shirley
District 8 : G. H. Thornton
Region 3 Geologist: Elliott Parker
B. L. Gifford

6-20-77 Original returned to Rubin Yost.

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 9, 1977

In reply refer to: HB.3

SUBJECT: Oregon F-13(1) PROJECT ASSESSMENT
Linn Rd.-Sams Valley Hwy.
Crater Lake Highway
Jackson County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

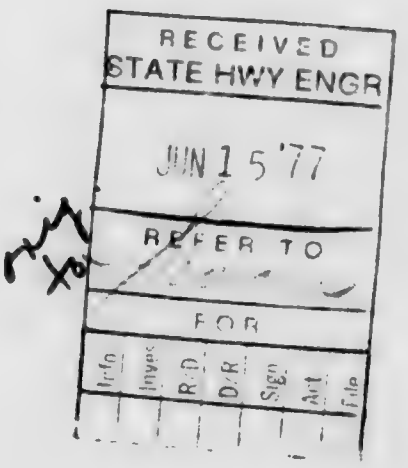
The subject project assessment submitted with Mr. Hopkins' May 19 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William N Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 3, Englemann)



8548

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 10, 1977

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 23 on the following projects:

1. Main St-Cedar St (Philomath)
   S 19th St, Benton County

   Curbs and walks

   City responsibility

2. Circle Bar Section
   Crane-Venator County Road 37, Harney County

   Surfacing and structure

   County responsibility

3. Linn Road-Sams Valley Highway
   Crater Lake Highway, Jackson County

   Paving

   Six-foot shoulders to be signed and striped as bikeway

4. Valley River Bicycle-Pedestrian Bridge
   Eugene, Lane County

   Grade, pave and structure

   Bikeway project - City of Eugene and Federal Government

5. Fox Valley-Mill City
   Lyons-Mill City Road, Linn County

   Grade and pave

   County responsibility

6. W. Idaho Ave-SW 4th Ave (Ontario)
   Malheur County

   Paving and walks

   City responsibility

7. Cairo Junction-Nyssa
   Central Oregon Highway, Malheur County

   Paving - 4-foot shoulders provided

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Browning Ave SE-Hilfiker Road SE (Salem)
   Pacific Highway East, Marion County

   Grading, paving and signals

   Six-foot shoulders will be constructed to provide for future bikeway

9. Columbia Slouth Frontage Roads
   East Portland Freeway, Multnomah County

   Grading, paving and structures

   Bikeway to be provided under later contract

10. North Tigard Interchange and Lake Road Interchange
    Pacific Highway and East Portland Freeway
    Multnomah and Clackamas Counties

    Barriers and signing

    Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Rockaway (N 3rd Ave)
City of Rockaway, Tillamook County

Grading and paving

City responsibility

12. Hot Lake Overcrossing-Union
La Grande-Baker Highway, Union County

Paving

Same as #7 except that 2- to 4-foot shoulders are provided

13. N Cherry St-Wallowa Lake Highway
Cove Ave and N Portland St, La Grande, Union County

Grading and paving

City responsibility

14. Denney Road Interchange
Beaverton-Tigard Highway, Washington County

Grading, paving, structure, signing and illumination

Eight-foot sidewalk provided on Denney Road within project limits

15. Spray-Kimberly
John Day Highway, Wheeler County

Grading, paving and structure

Same as #7 except that 4-foot shoulders are provided

16. Rock Creek Section
Willamina-Sheridan Highway, Yamhill County

Grading, paving and structure

Same as #7 except that 4- to 8-foot shoulders are provided

17. NE 20th St-NE 8th St (Newport)
Oregon Coast Highway, Lincoln County

Paving

Same as #10 - overlay only

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

9548

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-1-77

FEDERAL AID PROJECT NO.
F 13(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70126

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	Primary 13	Primary 22

GENERAL LOCATION:

"Linn Road-Sams Valley Hwy. Section"

GENERAL DESCRIPTION OF WORK:

Grade and Pave (Code 9666-Miles 3.328)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping and Stenciling (SF) $1,800; Temporary Erosion Control $500; On The Job Training $800

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $587,343-Federal Funds $503,940.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8548

22

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/26/77
Donald L Rust

6-23-77 Bid Letting _____ All Clear Deadline

SECTION Siam Rd - Sams Valley Hwy
Highway Crater Lake
County Jackson Region ____
Type of Work Overlay Funds FA
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Statewide - no problems
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X		X		
Cultural Salvage	X					
NOISE:						
Noise Study		X		X		

8548

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 23, 1977

In reply refer to: HB-OR

SUBJECT: Oregon Project F-13(1)
Linn Road-Sams Valley Section
Crater Lake Hwy.
Overlay Treatment

FROM : G. L. Green, Division Administrator

NOTED
E S HUNTER

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

By May 20 letter Mr. Christensen submitted preliminary plans containing a proposed typical section and overlay design for subject project for our review and approval.

The proposed typical section and pavement overlay are considered acceptable for this type project. However, as previously discussed, it is suggested that the traffic lanes be striped at 11 feet to coincide with the existing 22 foot wide PCC pavement.

for G. L. Green

cc:
Versteeg

RECEIVED
STATE HWY ENGR
MAY 24 '77
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5-26-77 No reply necessary

8548

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 20, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Attn: G. K. Hossner

Dear Mr. Green:

Re: Linn Road-Sams Valley Highway Sec.
Crater Lake Highway
Jackson County

Attached are two sets of reduced plans for the proposed overlay project.

We are proposing to pump the existing PCC surfacing to obtain stabilization as required and overlay 3.3 miles of the Crater Lake Highway from Linn Road to the Sams Valley Highway. This section presently has an existing 22 foot wide PCC surface and paved shoulders. The shoulders were originally built with 13" of selected roadbed topping (see attached xerox typical section), they have since been paved. The ADT on this section is 4,600.

The section of highway directly to the south from White City to Linn Road is presently undergoing reconstruction to provide for 12 foot lanes, 6 foot shoulders and passing bays. It has an ADT of approximately 8,000.

The proposed overlay will provide for a 36 foot paved section consisting of 12 foot lanes and 6 foot shoulders which will be utilized as a Class III Bikeway.

The existing PCC surfacing will be pumped to achieve stabilization, patched and leveled with 1" of Class "C" asphaltic concrete, overlayed with a 2" Class "C" ACBC and a 2" Class "C" ACWS. A 2" future final overlay will be placed by others as required.

A review of photographs of the existing section shows the roadway to be presently stripped outside the existing PCC surfacing edge. The paved surface outside the edge of the PCC is carrying the traffic loads without undue distress.

It is therefore proposed to provide the additional lane and shoulder width by patching and leveling the existing with 1" of Class "C" asphaltic concrete, over this would be carried the 2" of Class "C" ACBC and 2" of Class "C" ACWS.

A minor amount of guardrail and delineation work will also be done.

This design is consistent with the 1977 AASHTO publication entitled "Geometric Design Guide for Resurfacing, Restoration, and Rehabilitation (R-R-R) of Highways and Streets". It will provide a substantially better riding and wider top surface, thereby increasing safety and improving operating conditions to the most feasible degree in a cost effective manner.

The above was discussed with and tentatively approved by Mr. Valach and Mr. Hossner. This project is scheduled for the June 23, 1977, bid letting and is estimated to cost $620,000 with engineering and contingencies.

Please review this proposed typical section and base design and give us your approval.

Very truly yours,

Duane O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
G. Hopkins
A. Shirley
F. E. Terpin
W. E. Cole
G. Potter

RECEIVED
STATE HWY ENGR
MAY 20 '77
REFER TO
FOR
Info | Invest. | R/D | C.R | Sign | Act | File

8548

22

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Medford, Oregon 97501

May 9, 1977

FILE: LOC 11

FROM: Earl C. Purdy
Resident Engineer

SUBJECT: Linn Rd. - Sams Valley Hwy. Section
Crater Lake Highway
Jackson County

TO: J. H. Versteeg
Road Design Engineer

Attention: D. O. Christensen

At the request of our Region Office I have reviewed the Preliminary Plans on the above subject Section.

The following questions, comments and responses have already been discussed on the telephone over a period of several days and this letter is to reiterate these conversations:

1. Is availability of water going to be a problem? (B. Cole)
   Response: Water Master indicated withdrawal of water from any stream would be restricted. There will be a problem. (E. Purdy)
2. Existing shoulder width wider in most cases than Typical Section shown on plans. How do you want to handle the grading in these areas? (E.P.)
   Response: A new typical will show a "V" excavation with shoulder rock backfill. (B.C.)
3. Disposal of excess excavation and surfacing material source? (E.P.)
   Response: On the project fill slopes within 1,000 feet of excavation and commercial. (B.C.)
4. Road Connection Surfacing not shown. (E.P.) Plans will show same thickness as main roadbed. (B.C.)
5. There is not Temporary Protection and Direction of Traffic. (E.P.) This will be handled in the Specifications. (B.C.)
6. Does a 1,000 hours of flagging and 250 hours of Pilot car sound all right? (Geo. Sanford) Increase to 2,000 hours flagging and drop Pilot car. (E.P. & V. Nieswanger)
7. Include in the estimate clearing and grubbing for disposal areas and guard rail flare embankment. Also, have stage construction (complete one side at a time) written in the Specifications. (E.P. to G.S.)

cc Jim Gix

REFERRED TO

Beard ____ Read ____
Cole WEC ____ Sample ____
Eriksen ____ Watson ____
Heger ____ Wolfe ____
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 [illegible] DO
3 [illegible]
Swenson HWB
Savage
[illegible]

RECEIVED
MAY 10 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
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Other

8548

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 6, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Linn Road-Sams Valley Highway
Crater Lake Highway
Jackson County

TO: George Hopkins
Local Government Program Engineer

NOTED
E. S. HUNTER

The proposed project entails pumping of the existing PCC surfacing to obtain stabilization, shoulder preparation, widening, and overlaying the existing 22 ft. wide PCC surfacing to obtain a 36 ft. wide section consisting of two 12 ft. travel lanes and 6 ft. shoulders (to be designated as a Class III bikeway). This project is 3.3 miles in length and has an ADT of 4,600.

The above section and following base design is consistent with minimum standards acceptable for Federal-aid funding:

Overlay-- 2" Future Final ACWS
2" Class "C" ACWS
2" Class "C" ACBC
11" C.T.B.
--Widening & Shoulders

1" Class "C" leveling

The estimated cost of the above described project is $919,000.00. The funding programmed for this project in the Commission approved modified 6 year program is $239,000.00.

Authorization for increased funding to cover the proposed project is hereby requested.

RECEIVED
STATE HWY ENGR
MAY 9'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DOC:az
cc: E. S. Hunter
A. Shirley
F. E. Terpin
W. E. Cole

8548

22

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 8, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Rolling Hills Dr.-Reese Cr.
Crater Lake Highway
Jackson County

TO: MEMO TO THE FILE

This project consists of an overlay of the existing traffic lanes and replacement of the shoulders, beginning at Linn Road MP 10.07 and terminating at Sams Valley Highway MP 13.63, approximately 3.5 miles in length. The typical section will consist of two 12 foot lanes and 6 foot shoulders, for a total width of 36 feet.

The estimated cost for this project is approximately $620,000.00 including engineering and contingencies. No right-of-way is involved and material source will be commercial.

1 Versteeg
Olsun
Christensen
Scott
2 Swenson
Savage
Copy Trout

RECEIVED
APR 11 1977
ROAD DESIGN SECTION

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Receiver Keep
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Return To
Bring Up
Other

DOC:az
cc: L. W. Rulien
Alfred Shirley
W. E. Cole

8548

22

Salem, Oregon
March 30, 1977

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Alfred Shirley, Jr.
Region 3 Engineer

Rolling Hills Dr.-Reese Cr. Section
Crater Lake Highway
Jackson County

Plans for the Rolling Hills Dr.-Reese Creek Section are being completed in Final Design. The existing 22' concrete pavement is to be overlaid, the shoulders rebased, the finished roadway will have two 12' travel lanes with two 6' shoulders. Seven passing bays are proposed and the preliminary cost estimate is 1.6 million dollars. I am proposing that the passing bays be lengthened out to between 3,600' to 4,000' to ease the passing of slow moving vehicles. The passing bay northbound at the end of the project as proposed is only 2,800'. To lengthen this northbound passing bay out to a more desirable length will require additional right-of-way.

I am suggesting that the short passing bays on the northbound lanes at the north end of the project be deleted to avoid a delay in acquiring the right-of-way. Your review of the proposed typical section with the 6' shoulders would also be appreciated. Is there any additional work on the White City-Linn Road project that should be added to this contract?

JHV:jh

Versteeg
1 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 0 1 1977
ROAD DESIGN SECTION

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Bring Up ___/___/___
Other

8548

22

Salem, Oregon
March 28, 1977

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Alfred Shirley, Jr.
Region 3 Engineer

Rolling Hills Dr.-Reese Cr. Section
Crater Lake Highway
Jackson County

You will recall your conversation with Hal Versteeg on March 28, 1977, where he indicated that the seven passing lanes on the subject project should be lengthened to a minimum of 4,000 lineal feet (not including tapers) and you agreed.

Six of these can be extended with no problems. The passing lane at northbound Station 1535+50 to Station 1575+50 will require additional right-of-way if extended.

Enclosed is a print showing the location of the right-of-way problem. Please review and advise if you wish this passing lane eliminated or extended to the required 4,000' and acquire the additional right-of-way. Please note that this passing lane is located at the end of the P.C.C. pavement constructed in 1946 and this will be the last place to pass safely until you get to Shady Cove - 4 miles distance.

WEC:jh
Enclosure

1977 Valley River Bicycle-Ped. 8549
Bridge in Eugene.
(Grade, pave & structure)

C*A 5956 2-4-77

8549

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8549

February 19, 1980

NOTED
H. S. COULTER

Garland Pacific Construction Company
506 Snow White Way S.E.
Salem, OR 97302

Gentlemen:

Re: Time Extension Request
Valley River Bicycle-Pedestrian Bridge
FAP No. BWD-0000(1)
Contract No. 8549

Your request for additional contract time on the above project has been reviewed and cannot be accepted since it was submitted beyond the time period allowed by Section 108.09 of the contract Standard Specifications. In order to be accepted for consideration, a request must be submitted "during the progress of the work". All contractual obligations on this project were completed by you on July 20, 1979 and your request was dated November 16, 1979.

An evaluation of your request indicates that the delays cited are not valid reasons for additional contract time even if the request had been submitted within the time period allowed for consideration. The claimed weather delays appear to be "reasonably predictable" for the season. The fabrication errors and delays are within the control of the contractor and are not valid reasons for additional contract time.

Sincerely,

O. B. Jackmond
For C. T. Keasey
Assistant State Highway Engineer

CTK:OBJ:fr

bc: H. S. Coulter
Alfred Shirley
Ellis Jones
OBEC
FHWA

RECEIVED
STATE HWY ENGR
FEB 21 '80
REFER TO
FOR
Info | Inves | R/D | U/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

STATE COPY

#8549

GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

cc: State (H. S. Coulter) 1-14-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1-14-80	T. P. Lowe, Area Engineer		BWD-0000(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12-30-77	8-22-79	-- %	Comp. Date 11-30-77
APPROVED EXTENSIONS	**LOCATION**		
-0-	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

VALLEY RIVER BICYCLE/PEDESTRIAN BRIDGE
Grading, Paving and Structures

Project Description

This contract provided for the construction of a 528-foot long bridge, 14 feet wide across the Willamette River, near the Valley River Center, and the construction of short approaches to interconnecting existing bikeways.. This bikeway structure has removed a major barrier to commuter and recreational bicycle travel in the Eugene metropolitan area. It is anticipated that this structure will provide for a more balanced transportation system for the area residents. The structure was designed by the City's Consultant Engineer, Oregon Bridge Engineering Company of Springfield, Oregon. It was constructed by Garland Pacific Construction Company.

The contractor completed the work 30 days late. Liquidated damages were charged for 30 days at $100/day.

RECEIVED STATE HWY ENGR JAN 23 '80 REFER TO Request FOR Info Inves R/D D/R Sign Act File

1-23 cal

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE Original Signed By G. K. HOSSNER	
T. P. Lowe		G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8549

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-1		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 1	8-2x-77	Project Number BWD-0000(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 21, ,1977 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$326,285.00	$ 360,000.00
Federal funds	$261,028.00	$ 288,000.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs under S.F.O.#1 - P.A.#1 and consultant agreements and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August ,19 79 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXV For: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen File

Oregon State Highway Di[illegible]ion
Salem, Oregon August 23, 1979

Federal Aid Project
No. BWD-0000(1)

Valley River Bicycle/Pedestrian Bridge
City of Eugene Lane County

Revised Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering (State Forces)	All Required	$ 5,500.00
Consultant Oregon Bridge Engineering Co.	Lump Sum	15,000.00
Consultant Oregon Bridge Engineering Co. (Suppl.#1)	Lump Sum	1,575.00
		$ 22,075.00
Type Code Y070		
Archaeological Salvage	All Required	$ 320.00
Type Code Y052		
Structure, Bridge No.16316(Sta."L"0+00 to Sta."E"7+28)		
Subtotal of previous estimate of July 19, 1977		$ 39,325.00
Approved Additional Items		
Connect Bridge to Existing Bike Path (S.F.O.#1)	All Required	$ 1,612.00
	Subtotal	$ 40,937.00
Bridge No.16316		
Alternate "A"		
Subtotal of previous estimate of July 19, 1977	All Required	$238,171.00
Approved Additional Items		
Consultant, Gregory Lipton(Evaluation Plan Phase I)	All Required	$ 1,768.75
Consultant, Gregory Lipton(Evaluation Plan Phase II)	All Required	$ 3,700.00
P.A.#1(Electrical Service & Structure Illumination)	All Required	$ 15,726.75
		21,195.50
	Increase	$ 21,195.50
	Subtotal Alt."A"	$300,303.50
	Engineering	$ 37,301.50
	Total	$337,605.00

Summary of Funds

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Preliminary Engineering	$ 22,075.00	$ 17,660.00	$ 4,415.00
Archaeological Salvage	320.00	256.00	64.00
Structure	337,605.00	270,084.00	67,521.00
Total	$360,000.00	$288,000.00	$72,000.00

Group 8 - 100%
Contract No. 8549
Prefix - 320-1091
Prefix - 320-1904 P.E.

8549

August 23, 1979

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

Contract No. 8549 awarded to Garland Pacific Construction Co. for work on the Valley River Bicycle-Pedestrian Bridge in Lane County was completed on December 30, 1977, and accepted by the State Highway Engineer on August 22, 1979.

Final payment in the amount of $1,000 will be released to the contractor after August 28, 1979. The total contract amount is $289,469.36 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Garland Pacific Construction Co.
506 Snow White Way S.E.
Salem, OR 97302

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction (DEPT.) 378-6318 (TELEPHONE)

TO: H. S. Coulter
State Highway Engineer

DATE: August 21, 1979

FROM: R D Church for
C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract 8549, Work Completed December 30, 1977

Project Valley River Bicycle/Ped. Bridge

Highway ------

County Lane

Type of Work Grading, Paving & Structure

Contractor Garland Pacific Const.

Recommended Acceptance Date August 22, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 8/22/79

8-22 orig to Load cy to Constr.

Letter to surety 8-23-79.

8549 9

FORM 81-736-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Valley River Bicycle/ Pedestrian Bridge		WEEK ENDING: April 28, 1979
		SECTION PREFIX: 320-1091
HIGHWAY:		COUNTY: Lane
NAME OF JOB: Valley River Bicycle/Pedstrian Bridge	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: Garland Pacific Construction Co.	CONTRACT NUMBER: 8549	FEDERAL AID PROJECT NUMBER: BWD-0000(1)
DATE OF CONTRACT: June 29, 1977	DATE WORK STARTED: July 19, 1979	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION $315,638.96	SPECIFIED COMPLETION DATE: November 30, 1977	PERCENT OF TIME ELAPSED: 100%+
EXCLUSIVE OF ENGINEERING $290,610.32	ENGINEERING AUTHORIZATION $25,028.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 96.1
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $291,911.98	ENGINEERING COST TO DATE $30,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90.5
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 0.45 %	PERCENT OF AUTHORIZATION 121.9 %	DATE PROJECT WAS COMPLETED: SEE NOTE

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16316							
PERCENT	96.1							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	22	Cloudy, Rain			
MONDAY	23	Partly Cloudy			
TUESDAY	24	Partly Cloudy			
WEDNESDAY	25	Fair			
THURSDAY	26	Partly Cloudy			
FRIDAY	27	Partly Cloudy			
SATURDAY	28	Partly Cloudy			

Keesey Richards
Jackmond Berg
Hopkins Inlow
Williams Widmer
Johnsen Gebauer
Glenn Church

RECEIVED
MAY 2 1979
CONSTRUCTION BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

NOTE: Bridge contract work completed December 30, 1977. This report covers work under P.A. No. 2 for illumination.

SIGNED Jerry Colyer, RE LOCATION SPRINGFIELD

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8549 5-17-78 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BWD-000(1)

STATE PROJECT NO.: See below.

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. --

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	5/16/78	--
		STATE ROUTE NUMBER --

GENERAL LOCATION:
"Valley River Bicycle-Pedestrian Bridge"

GENERAL DESCRIPTION OF WORK:
Supplement No. 1 - Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRICTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Supplement #1 to Consultant agreement with Oregon Bridge Engineering Company.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS As requested in Mr. Swan's letter of 4/20/78 I approve the Supplemental Agreement #1 with Oregon Bridge Engineering Company and you are authorized to proceed with the work covered by the Supplemental Agreement at TEC $1,575- F.F. $1,260.

A signed copy of the agreement is returned herewith.

Swan 5-30

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/19/78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

85419

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

3-16-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
P[illegible]-0000(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6-1-77	8-26-77	------- / ---------

GENERAL LOCATION:
"Valley River Bicycle - Pedestrian Bridge (Eugene)

GENERAL DESCRIPTION OF WORK:
Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) : Consultant Agreement Gregory Lipton Consultant TEC NTE $1,768.75, Federal funds $1,415
- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's 3-9-78 letter this will confirm the advance authorization for the consultant to proceed with the Evaluation Plan by Mr. R. Arnold of this office effective 8-26-77. (Evaluation was approved as part of the demonstration project).

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-16-78	V. V. Swan	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8549

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-0000(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6-1-77	12-2-77	----- / -----

GENERAL LOCATION:
Valley River Bicycle/Pedestrian Bridge

GENERAL DESCRIPTION OF WORK:
Connect bridge to existing bike path.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT OF WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON A~~XXXXXX~~ ~~XXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS
This will confirm the advance authorization date of 12-2-77, as requested in Mr. Keasey's letter of 3-1-78 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 1, representing work to be performed by City of Eugene is approved for TEC NTE $1,612, Federal funds $1,300.

NOTED
F. B. KLABOE
3-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-14-78	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8544

8

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Technical Services Engineer

DATE: March 6, 1978

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Consultant Agreement
Evaluation
Valley River Bikeway
City of Eugene

Presented herewith for your concurrence are three copies of a local government consultant agreement for post-construction evaluation of the Valley River Bikeway. This study is one of the requirements of the Bikeway Demonstration Grant Program and is eligible for federal participation. The State is not a part to this agreement so Commission approval is not required.

Please sign all three copies of the agreement and return them to the Office of Project Management for further processing.

MCH:ljt
Att.

NOTED
E. S. HUNTER
Signed & Returned 3-7-78

RECEIVED
TECHNICAL SERVICES
MAR 7 78
REFER TO
FOR
Info | Invest | R/W | Utility | Signal | Geot | File

81-125-1387

#8547

EUGENE BICYCLE COMMITTEE

City Hall II
858 Pearl Street
Eugene, Oregon 97401
Telephone 687-5298

February 3, 1978

Fred Klaboe
Chief of Operations
Rm.140, Transportation Building
Salem OR 97310

Dear Mr. Klaboe:

The Greenway Bike Bridge is ready for dedication. The time is Saturday, February 25, at 1:30 p.m. on the south bank of the river. We hope that you and your bicycle can be present.

This beautiful bridge was built with 80-percent funding from the National Bikeway Demonstration Act sponsored by Senator Packwood, and 20-percent from the City of Eugene. The bridge will be dedicated by the Senator to the bicyclists, pedestrians, and joggers of this area.

Prior to the dedication a no-host luncheon will be held starting at 12:00 noon in the Rogue Room at Valley River Inn for those citizens and government officials with special interest in the bridge. Please indicate on the enclosed card if you would like to attend.

After the dedication ceremony and beginning about 2:00 p.m., bicyclists will ride the 30-minute trail loop from the Greenway Bridge to the Autzen Bridge. Joggers will run the same loop trail beginning at 2:30.

We hope that you can join us for part or all of this celebration. It marks the completion of a significant link in Eugene's bikeway program.

Sincerely,

Ruth Bascom

Ruth Bascom, Chairperson
Eugene Bicycle Committee

RB:DB:rj/PW20a8

Enclosure

Received 2-7-78

RECEIVED
DOT OPERATIONS
FEB 7 '78
REFER TO
FOR
Info | Invst | R/D | D/R | Sign | Act | File

NOTED
E. B. KLABOE

85.49

Sp-12158

8

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119

REGIONAL HEADQUARTERS: 1001 WHIPPLE ROAD, HAYWARD, CALIFORNIA 94544, TELEPHONE (415) 489-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

AUGUST 19, 1977

TO OREGON STATE HWY DEPT.
STATE HWY BLDG.
SALEM, OR

#8549

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as

VALLEY RIVER CENTER, EUGENE, OR

In the County of LANE State of Oregon, and as the agent of [illegible] your order said to us to be delivered directly, we assure you that we do appreciate your patronage.

This notice is part of the contractor's system of providing the building owner's business, and is to inform you that we have furnished materials on your property at the order of, and charged to a third party. If, for some reason, any of your payment items may be claimed.

The list of such materials and supplies furnished and delivered by us will be mailed on the 1st day of AUGUST 19 77 and a lien may be claimed for all such materials and supplies delivered after this date. The person to whom or under whose contract they are furnished is the person furnishing materials to supply or claim a lien against your property. The owner giving the notice is [illegible] responsible for your payment.

This notice is sent to you in compliance with the Construction Lien Law of the State of Oregon and does not imply that the materials and supplies listed are not paid for. If you have any questions concerning this notice, please feel free to call us.

Thank you for your business and we will appreciate your continued patronage.

PRIME CONTRACTOR:
GARLAND PACIFIC
506 SNOW WHITE WAY S.E.
SALEM, OR 97302

Aileen Roberts

AR/jc

Encl. (1)

VALLEY RIVER CENTER

8/31/77

8549

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO. 8-25	FEDERAL HIGHWAY ADMINISTRATION	Oregon
	FEDERAL-AID PROJECT AGREEMENT	County: Lane
	7-21-77	Project No.: BWD-0000(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Valley River Bicycle/Pedestrian Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-15-77	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	6-1-77	0.00
OTHER *(Specify)* Archeological Salvage	6-1-77	0.00

FUNDS Pro rata

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 326,285.00	$ 261,028.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D. J. Hunter

Technical Services Engineer
(Title)

By H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUL 21 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon July 19, 1977

Federal Aid Project
No. BWD-0000(1)

Valley River Bicycle/Pedestrian Bridge
City of Eugene
Lane County

Project agreement estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 20,500.00
Type Code Y070			
Archeological Salvage	All Required		$ 320.00
Type Code Y052			
Structure, Bridge No. 16316 (Sta. "L" 0+00 to Sta. "E" 7+28)			
Mobilization	All Required		$ 27,000.00
Embankment in Place	1,430 Cu. Yd.	7.00	10,010.00
1"-0 Aggregate Base	35 Cu. Yd.	35.00	1,225.00
Class "C" Asphalt Concrete	20 Ton	50.00	1,000.00
Bark Mulch	1.5 Unit	60.00	90.00
			$ 39,325.00
Bridge No. 16316 Alternate "A"			
Shoring, Cribbing, Etc.	All Required		$ 15,000.00
Structure Excavation	730 Cu. Yd.	10.00	7,300.00
Special Barkfill	130 Cu. Yd.	10.00	1,300.00
Furnish Pile Driving Equipment	All Required		30,000.00
Furnish 14-inch Prestressed Concrete Piling	2,018 Lin. Ft.	0.50	1,009.00
Drive Prestressed Concrete Piles	1,824 Lin. Ft.	0.50	912.00
Structural Concrete, Class 3300 (200 Cu. Yd.)	All Required		35,000.00
Structural Concrete, Class 4000 (40 Cu. Yd.)	All Required		15,000.00
130'/135' Bulb Tee Prestressed Beams	8 Each	10,000.00	80,000.00
Reinforcement (35,500 lb)	All Required		8,000.00
Prestressing Steel (550 lbs)	All Required		600.00
Structural Steel (2,400 lbs)	All Required		3,000.00
Pedestrian Rail (1,113 ft.)	All Required		28,400.00
Pedestrian Benches	6 Each	700.00	4,200.00
1½-inch Electrical Conduit	675 Lin. Ft.	4.00	2,700.00
Loose Riprap, Class 100	575 Cu. Yd.	10.00	5,750.00
			$238,171.00
	Subtotal Alternate "A"		$277,496.00
Anticipated Items			
Temporary Erosion Control	All Required		$ 200.00
	Subtotal Alternate "A"		$277,696.00
	Engineering		27,769.00
	Total		$305,465.00

Length of Project - - - - - - - - 0.00 mile

Work retained in program status
(not included in totals below)

Bikeway Signs (S.F.)	All Required	$ 400.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 20,500	$ 16,400	$ 4,100
Archeological Salvage	320	256	64
Structure	305,465	244,372	61,093
Total	$326,285	$261,028	$65,257

Group 8 100%
Contract No. 8549
Prefix 320-1091
Prefix 320-1904 P.E.

#8549

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 11, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project BWD-0000(1)
Valley River Bicycle-Pedestrian Bridge

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer

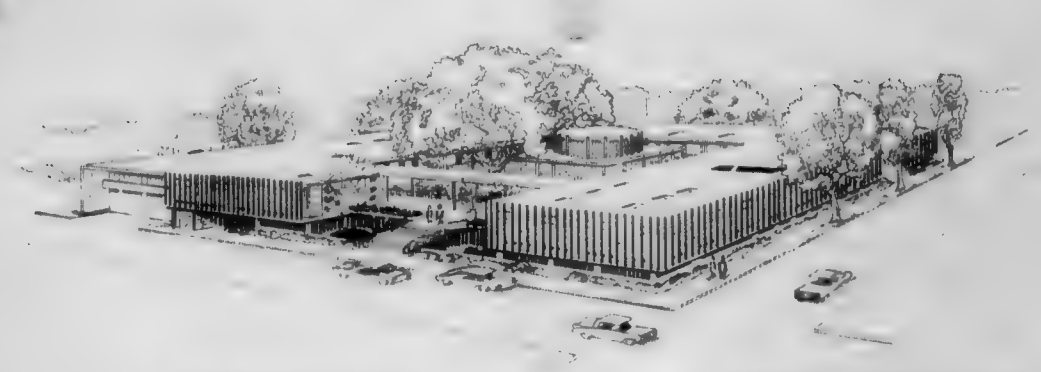
We have reviewed Mr. Ellison's submittal of April, 1977 on the above structure which is being designed for the City of Eugene by the Oregon Bridge Engineering Company. We find the plans acceptable and they are approved subject to the informal comments given to Mr. Wallace.

for G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
MAY 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Stm | Act | File

8549



DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

June 27, 1977

Mr. Glen Clark
Regional Federal Aid Engineer
Region III
Oregon State Highway Division
P.O. Box 1128
Roseburg OR 97470

RE: VALLEY RIVER BICYCLE-PEDESTRIAN BRIDGE

Enclosed are copies of a corrected bridge easement from the Division of State Lands, and the conditional use permits granted by the City Hearings Official under the Willamette Greenway criteria. I believe this completes all of the permits and approvals that were required for construction of the new bridge.

D.R.

David Reinhard, P.E.
Planning Engineer

Enc.

DR:jm/Ma10

cc: Mr. Don Trout

Verstaeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 28 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Jh Copy Right of Way

Don Trent

MEMORANDUM OF CONDITIONAL USE PERMIT

MEMORANDUM is made concerning the granting of a request for a Conditional Use Permit (Greenway Compatibility Review) to allow a bicycle-pedestrian bridge linking the north and south bank bicycle-pedestrian paths on the Willamette River on Assessor's Map 17-04-25, situated in Eugene, Lane County, Oregon:

> Beginning at a point on the south bank of the Willamette River; lying south 841.48 feet and West 1,270.04 feet from the northeast corner of Section 25, Township 17 South, Range 4 West of the Willamette Meridian, thence North 49° 43' 47" east to the north bank of said river, 528 feet more or less, in Eugene, Lane County, Oregon.

1. Proceedings. The City of Eugene, by and through its Department of Public Works, requested approval by the City of Eugene of a Conditional Use Permit (Greenway Compatibility Review) to allow for the construction of a bicycle-pedestrian bridge on the property within an RA Suburban Residential District (south bank) and AG Agricultural District (north bank). On June 9, 1977, the Eugene Hearings Official granted the request for a Conditional Use Permit (Greenway Compatibility Review) to allow for the construction of a bicycle-pedestrian bridge linking the north and south bank bicycle-pedestrian paths within the boundaries of the Willamette Greenway.

2. Findings and Conclusions. The findings and conclusions of the Hearings Official which are on file with the City of Eugene Planning Department are incorporated herein by reference.

3. Conditions. None.

4. Development Standards. With regard to the development of the bicycle-pedestrian bridge on the property, the following conditions shall apply:

> 4.1 Construction will commence on or before August 1, 1977 and the total construction shall be fully completed on or before August 1, 1978, provided that time for completion shall be extended

by the period of time that commencement or completion of the construction is delayed on account of any proceeding challenging the granting of the permit or the right of the City to proceed with the development of the bicycle-pedestrian bridge, or on account of any strike, natural disaster or casualty or other cause reasonably beyond the control of the City.

4.2 All construction and improvement of the property shall be in compliance with the plans submitted with the request for approval of the Conditional Use Permit (Greenway Compatibility Review) and with applicable conditions and requirements of the Eugene City Code, unless specifically exempted herein.

5. Successor Interest. In the event the City of Eugene transfers or sells the property to any other person, this conditional use permit shall terminate.

This Memorandum of Conditional Use Permit is dated this twenty-second day of June, 1977.

CITY OF EUGENE, a Municipal Corporation

By: Charles T. Henry
City Manager

STATE OF OREGON)
) ss.
County of Lane)

Before me personally appeared Charles T. Henry, who being sworn, said that he was the City Manager of the City of Eugene, a Municipal Corporation of the State of Oregon, and that he signed the foregoing instrument on behalf of said Municipal Corporation and that he acknowledges said instrument to be the free act and deed of the City.

DATED: June 24th, 1977

Diane M. Price
Notary Public for Oregon
My Commission Expires: 2-26-79

FINDINGS AND CONCLUSIONS OF HEARINGS OFFICIAL

Public Hearing - May 31, 1977

CITY OF EUGENE (CU 77-10)

Assessor's Map 17-04-25

Located across the Willamette River, extending from Polk Street on the south bank to the bike path on the north bank in the vicinity of Valley River Center

Requests a conditional use permit (Greenway Compatibility Review) to allow for the construction of a bicycle-pedestrian bridge linking the north and south bank bicycle-pedestrian paths on the Willamette River.

The following findings and conclusions are based upon a site review of the property, testimony presented at the public hearing of May 31, 1977, and the Staff Notes.

CONCLUSION:

The Conditional Use Permit to allow construction of a bicycle-pedestrian bridge within the boundaries of the Willamette Greenway is granted.

FINDINGS:

The following findings are made, showing conformance with the Greenway Compatibility Review criteria contained in Statewide Planning Goal #15 of the Willamette Greenway:

Section F(3)(b)(1)

The intensification, change of use, or development will provide the maximum possible landscaped area, open space, and vegetation between the activity and the river.

This criteria is of only strained application to the particular project proposed here. We can assume the intent of the criteria is to encourage compatible development along the river. If that is the case, the design of the structure proposed is in keeping with that criteria. In addition, a 25-acre park is slated for development along the southern side of the river. The northern bank approach of the bridge is surrounded by natural vegetation and will remain basically undisturbed.

Section F(3)(b)(2)

Necessary public access will be provided to and along the river by appropriate legal means.

LOGAN & SPICKERMA
ATTORNEYS AT LAW

The bridge, of course, is intended to link the existing bicycle-pedestrian paths, expanding access along and to the river for walkers, bikers, runners, as well as provide access to commercial facilities at Valley River Center complex.

DATED this 9th day of June, 1977.

Respectfully submitted,

James W. Spickerman
Hearings Official

JWS/cbe

RECEIVED
JUN 10 1977
DEPT. OF PLANNING
CITY OF EUGENE

MINUTES

Public Hearing - May 31, 1977

Present: James W. Spickerman, Hearings Official; James Saul, Planner

CITY OF EUGENE (CU 77-10)

SPICKERMAN:

Mr. Spickerman opened the meeting at 7:30 p.m. to public testimony. Mr. Jim Saul of the Eugene Planning Department indicated that the purpose of the hearing was to determine whether there was compliance with the two criteria applicable under Statewide Planning Goal #15. If there was a positive finding, he indicated that a Greenway Conditional use permit should be granted. He stated that it was the staff's finding that the criteria were met.

Mr. Robert Coleman of the Eugene Parks and Recreation Department appeared on behalf of the City of Eugene, but did not speak, indicating approval of the findings of the staff.

The public hearing was closed and Mr. Spickerman indicated the permit would be granted.

At the outset of the meeting, Mr. Spickerman had taken judicial notice of the plans, goals and policies of the City of Eugene and incorporated by reference, the staff notes.

Respectfully submitted,

James W. Spickerman
Hearings Official

RECEIVED
JUN 3 1977
DEPT. OF PLANNING
CITY OF EUGENE

LOGAN & SPICKERMAN
ATTORNEYS AT LAW
302 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
(503) 687-0351

Don Trout

CORRECTED BRIDGE EASEMENT

The State of Oregon, by and through its STATE LAND BOARD (GRANTOR), for and in consideration of Three Hundred Sixty-five Dollars ($365), the receipt of which is hereby acknowledged, hereby grants to the CITY OF EUGENE (GRANTEE) an easement and right to construct, maintain, operate, and replace a bikeway/pedestrian bridge in, over, and across the State-owned submerged and submersible lands of the Willamette River, Lane County, Oregon, described as follows:

> All State-owned submerged and submersible land lying 10 feet on each side of the following-described center line which crosses the Willamette River in Lane County, Oregon:
>
> Beginning at a point on the south bank of the Willamette River; lying south 841.48 feet and west 1,270.04 feet from the northeast corner of Section 25, T 17 S, R 4 W, W.M.; thence N 49°43'47" E to the north bank of said river 528 feet, more or less, all in Section 25, T 17 S, R 4 W, W.M., Lane County, Oregon.

TO HAVE AND TO HOLD the same unto GRANTEE for 99 years from the date of this instrument, ending on June 13, 2076, subject to the following conditions:

1. All construction shall conform to standards and specifications set by the U.S. Army Corps of Engineers for this project.

2. The bed and banks shall be restored to a natural condition as soon as construction or maintenance is completed.

3. Any blasting which may be necessary in the construction for the bridge shall be performed according to the laws of the State of Oregon.

4. GRANTOR reserves the right to lease or otherwise utilize the State-owned lands within the granted areas hereinabove described in a manner and for uses that will not be detrimental to the primary use for which this easement is granted.

5. GRANTOR shall have the right to stop operation of the bridge for noncompliance with the conditions of this easement or any lawful requirement by a regulatory agency of this state.

6. If the facilities for which this easement is granted are not used for a period of 5 consecutive years, this easement shall be terminated by written notice from GRANTOR to GRANTEE at its last known address. Upon termination, GRANTEE will have 90 days to remove the bridge from the State-owned land.

7. Nothing in this document may be construed as permission, except during construction or maintenance periods, to GRANTEE to interfere with navigation or reduce the public's rights to the free and unimpeded use of the navigable waters of the State of Oregon within the boundaries of this easement; provided, however, that to the extent necessary to facilitate construction and maintenance of these facilities, GRANTEE may so interfere, but shall keep such interference to an absolute minimum.

This easement is made for the purpose of correcting the land description in that certain easement issued by the State Land Board of the State of Oregon to the City of Eugene on May 19, 1977, and recorded on May 26, 1977, in Reel 848, Instrument 7731598, Record of Deeds for Lane County, Oregon. The land is described in said easement with reference to Township 17 South, Range 3 West, Willamette Meridian, whereas said land should be described with reference to Township 17 South, Range 4 West, Willamette Meridian, as set forth above.

as follows:

All State-owned submerged and submersible land lying 10 feet on each side of the following-described center line which crosses the Willamette River in Lane County, Oregon:

Beginning at a point on the south bank of the Willamette River; lying south 841.48 feet and west 1,270.04 feet from the northeast corner of Section 25, T 17 S, R 4 W, W.M.; thence N 49°43'47" E to the north bank of said river 528 feet, more or less, all in Section 25, T 17 S, R 4 W, W.M., Lane County, Oregon.

TO HAVE AND TO HOLD the same unto GRANTEE for 99 years from the date of this instrument, ending on June 13, 2076, subject to the following conditions:

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2. The bed and banks shall be restored to a natural condition as soon as construction or maintenance is completed.

3. Any blasting which may be necessary in the construction for the bridge shall be performed according to the laws of the State of Oregon.

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5. GRANTOR shall have the right to stop operation of the bridge for noncompliance with the conditions of this easement or any lawful requirement by a regulatory agency of this state.

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This easement does not convey an estate in fee simple of the lands used for a right-of-way. This grant is an easement only, and title remains in the State of Oregon.

WITNESS the seal of the State Land Board affixed this 13th day of June, 1977.

STATE OF OREGON, Acting by and
Through Its State Land Board

By _____
William S. Cox, Director
Division of State Lands

8549

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-21-77

FEDERAL AID PROJECT NO.
BWD-0000(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 30 '77
REFER TO
FOR
Info | Insp | R/W | D.E. | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	5-9-77	STATE ROUTE NUMBER

GENERAL LOCATION:

"Valley River Bicycle/Pedestrian Bridge."

GENERAL DESCRIPTION OF WORK:

Program Change-add Archeological Salvage

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☑ OTHER (Specify) Program Change-Add Archeological Salvage.
TEC not to exceed $320-FF $256

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 16, 1977 letter, this will confirm the Verbal Aurhorization of W. H. Kappus of this office as of May 9, 1977 to proceed with the above work.

Returned herewith is a signed copy of the Archeological Agreement.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-21-77	D. K. Hoosner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8549

CITY OF EUGENE

DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

June 16, 1977

Mr. Glen Clark
Regional Federal Aid Engineer, Region 3
Oregon State Highway Division
P.O. Box 1128
Roseburg OR 97470

Dear Mr. Clark:

RE: VALLEY RIVER BICYCLE-PEDESTRIAN BRIDGE

Enclosed is a copy of the Corps of Engineers permit for the Willamette River bicycle-pedestrian bridge. This should complete our requirements regarding permits for this project.

The easement from the State Land Board is being corrected by them because of an error in the legal description and we are awaiting a corrected copy. Also, we are awaiting a City conditional use permit for the project, which will be forthcoming after the mandatory ten-day appeal period has been satisfied, as of June 17. Copies of these two documents will be sent to you as soon as possible.

Rulien Head

It is my understanding, based on discussions with Don Trout and Bob Prange, that the State will be able to award the contract on June 28, upon our advisement that the City Council has taken positive action in authorizing the City's advance deposit at their meeting on June 27. As the project is funded in next fiscal year's budget, we cannot issue a check until July 1, 1977. Therefore, this procedure will allow us to get a few days extra time on the contract which is quite important because of the excavation and fill deadline imposed upon us by the State Fish and Wildlife Department.

Mailed Contracts 6/29/77 C.H.

Very truly yours,

David Reinhard

David Reinhard, P.E.
Planning Engineer

DR:ml/Wa9

Encl.

cc: Don Trout ✓

1 Versteeg
Olson
Christensen
Scott
copy Swenson
Savage
2

RECEIVED
JUN 20 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

NOTED
C. W. HEAD

copy County - City (Prange)
copy Cecil Head
copy Rulien

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

NOTICE OF AUTHORIZATION

7 June 1977

A PERMIT TO place fill in connection with the construction of a bicycle/pedestrian bridge across the Willamette River.

AT Eugene, Oregon

HAS BEEN ISSUED TO City of Eugnne ON 7 June 19 77

ADDRESS OF PERMITTEE 858 Pearl Street
Eugene, OR 97401

PERMIT NUMBER
002501 (Willamette River-Fill)

A. J. HEINEMAN
for the District Engineer

ENG Form 4336
Jul 70

THIS NOTICE MUST BE CONSPICUOUSLY DISPLAYED AT THE SITE OF WORK.

Application No. 071-OYA-4-0[illegible]01

Name of Applicant CITY OF EUGENE

Effective Date 7 June 1977

Expiration Date (If applicable) 30 June 1980

DEPARTMENT OF THE ARMY
PERMIT

Referring to written request dated 1 February 1977 for a permit to:

( ) Perform work in or affecting navigable waters of the United States, upon the recommendation of the Chief of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403);

(X) Discharge dredged or fill material into navigable waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500);

( ) Transport dredged material for the purpose of dumping it into ocean waters upon the issuance of a permit from the Secretary of the Army acting through the Chief of Engineers pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (86 Stat. 1052; P.L. 92-532);

City of Eugene
Public Works Department
858 Pearl Street
Eugene, OR 97401

◄ (Here insert the full name and address of the permittee)

is hereby authorized by the Secretary of the Army:

to place fill in connection with the construction of a bicycle/pedestrian bridge across the Willamette River. The work is to consist of the placement of approx. 800 cy of gravel for the construction of a temporary gravel berm, placement of approx. 400 cy of trucked in material for the north and south approaches to the bridge and the subsequent construction of three concrete piers on steel piles which will support a

CONTINUED ON PAGE 1A

◄ (Here describe the proposed structure or activity, and its intended use. In the case of an application for a fill permit, describe the structures, if any, proposed to be erected on the fill. In the case of an application for the discharge of dredged or fill material into navigable waters or the transportation for discharge in ocean waters of dredged material, describe the type and quantity of material to be discharged.)

in Willamette River mile 180.6

◄ (Here to be named the ocean, river, harbor, or waterway concerned.)

at Eugene, Oregon

◄ (Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit (on drawings: give file number or other definite identification marks):

002501(Willamette River-Fill)

subject to the following conditions:

I. General Conditions:

a. That all activities identified and authorized herein shall be consistent with the terms and conditions of this permit; and that any activities not specifically identified and authorized herein shall constitute a violation of the terms and conditions of this permit which may result in the modification, suspension or revocation of this permit, in whole or in part, as set forth more specifically in General Conditions j or k hereto, and in the institution of such legal proceedings as the United States Government may consider appropriate, whether or not this permit has been previously modified, suspended or revoked in whole or in part.

precast-prestressed concrete girder with a concrete deck. The gravel for the temporary berm will be obtained from an area above and shoreward of the ordinary high water line.

RECEIVED
JUN 13 1977
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

b. That all activities authorized herein shall, if they involve a discharge or deposit into navigable waters or ocean waters, be at all times consistent with applicable water quality standards, effluent limitations and standards of performance, prohibitions, and pretreatment standards established pursuant to Sections 301, 302, 306 and 307 of the Federal Water Pollution Control Act of 1972 (P.L. 92-500; 86 Stat. 816), or pursuant to applicable State and local law.

c. That when the activity authorized herein involves a discharge or deposit of dredged or fill material into navigable waters, the authorized activity shall, if applicable water quality standards are revised or modified during the term of this permit, be modified, if necessary, to conform with such revised or modified water quality standards within 6 months of the effective date of any revision or modification of water quality standards, or as directed by an implementation plan contained in such revised or modified standards, or within such longer period of time as the District Engineer, in consultation with the Regional Administrator of the Environmental Protection Agency, may determine to be reasonable under the circumstances.

d. That the permittee agrees to make every reasonable effort to prosecute the work authorized herein in a manner so as to minimize any adverse impact of the work on fish, wildlife and natural environmental values.

e. That the permittee agrees to prosecute the work authorized herein in a manner so as to minimize any degradation of water quality.

f. That the permittee shall permit the District Engineer or his authorized representative(s) or designee(s) to make periodic inspections at any time deemed necessary in order to assure that the activity being performed under authority of this permit is in accordance with the terms and conditions prescribed herein.

g. That the permittee shall maintain the structure or work authorized herein in good condition and in accordance with the plans and drawings attached hereto.

h. That this permit does not convey any property rights, either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to property or invasion of rights or any infringement of Federal, State, or local laws or regulations, nor does it obviate the requirement to obtain State or local assent required by law for the activity authorized herein.

i. That this permit does not authorize the interference with any existing or proposed Federal project and that the permittee shall not be entitled to compensation for damage or injury to the structures or work authorized herein which may be caused by or result from existing or future operations undertaken by the United States in the public interest.

j. That this permit may be summarily suspended, in whole or in part, upon a finding by the District Engineer that immediate suspension of the activity authorized herein would be in the general public interest. Such suspension shall be effective upon receipt by the permittee of a written notice thereof which shall indicate (1) the extent of the suspension, (2) the reasons for this action, and (3) any corrective or preventative measures to be taken by the permittee which are deemed necessary by the District Engineer to abate imminent hazards to the general public interest. The permittee shall take immediate action to comply with the provisions of this notice. Within ten days following receipt of this notice of suspension, the permittee may request a hearing in order to present information relevant to a decision as to whether his permit should be reinstated, modified or revoked. If a hearing is requested, it shall be conducted pursuant to procedures prescribed by the Chief of Engineers. After completion of the hearing, or within a reasonable time after issuance of the suspension notice to the permittee if no hearing is requested, the permit will either be reinstated, modified or revoked.

k. That this permit may be either modified, suspended or revoked in whole or in part if the Secretary of the Army or his authorized representative determines that there has been a violation of any of the terms or conditions of this permit or that such action would otherwise be in the public interest. Any such modification, suspension, or revocation shall become effective 30 days after receipt by the permittee of written notice of such action which shall specify the facts or conduct warranting same unless (1) within the 30-day period the permittee is able to satisfactorily demonstrate that (a) the alleged violation of the terms and the conditions of this permit did not, in fact, occur or (b) the alleged violation was accidental, and the permittee has been operating in compliance with the terms and conditions of the permit and is able to provide satisfactory assurances that future operations shall be in full compliance with the terms and conditions of this permit; or (2) within the aforesaid 30-day period, the permittee requests that a public hearing be held to present oral and written evidence concerning the proposed modification, suspension or revocation. The conduct of this hearing and the procedures for making a final decision either to modify, suspend or revoke this permit in whole or in part shall be pursuant to procedures prescribed by the Chief of Engineers.

l. That in issuing this permit, the Government has relied on the information and data which the permittee has provided in connection with his permit application. If, subsequent to the issuance of this permit, such information and data prove to be false, incomplete or inaccurate, this permit may be modified, suspended or revoked, in whole or in part, and/or the Government may, in addition, institute appropriate legal proceedings.

m. That any modification, suspension, or revocation of this permit shall not be the basis for any claim for damages against the United States.

n. That the permittee shall notify the District Engineer at what time the activity authorized herein will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of any suspension of work, if for a period of more than one week, resumption of work and its completion.

o. That if the activity authorized herein is not ~~started on or before _____ day of _____, 19____, and if not~~ completed on or before 30 day of June, 19 80, (three years from the date of issuance of this permit unless otherwise specified) this permit, if not previously revoked or specifically extended, shall automatically expire.

p. That no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized by this permit.

q. That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

r. That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require authorization by the Congress or other agencies of the Federal Government.

s. That if and when the permittee desires to abandon the activity authorized herein, unless such abandonment is part of a transfer procedure by which the permittee is transferring his interests herein to a third party pursuant to General Condition v hereof, he must restore the area to a condition satisfactory to the District Engineer.

t. That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Register of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

u. That there shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein.

v. That this permit may not be transferred to a third party without prior written notice to the District Engineer, either by the transferee's written agreement to comply with all terms and condition of this permit or by the transferee subscribing to this permit in the space provided below and thereby agreeing to comply with all terms and conditions of this permit. In addition, if the permittee transfers the interests authorized herein by conveyance of realty, the deed shall reference this permit and the terms and conditions specified herein and this permit shall be recorded along with the deed with the Register of Deeds or other appropriate official.

The following Special Conditions will be applicable when appropriate:

~~STRUCTURES FOR SMALL BOATS:~~ That permittee hereby recognizes the possibility that the structure permitted herein may be subject to damage by wave wash from passing vessels. The issuance of this permit does not relieve the permittee from taking all proper steps to insure the integrity of the structure permitted herein and the safety of boats moored thereto from damage by wave wash and the permittee shall not hold the United States liable for any such damage.

~~DISCHARGE OF DREDGED MATERIAL INTO OCEAN WATERS:~~ That the permittee shall place a copy of this permit in a conspicuous place in the vessel to be used for the transportation and/or dumping of the dredged material as authorized herein.

ERECTION OF STRUCTURE IN OR OVER NAVIGABLE WATERS: That the permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the authorized structure or work, shall, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the waterway to its former conditions. If the permittee fails to comply with the direction of the Secretary of the Army or his authorized representative, the Secretary or his designee may restore the waterway to its former condition, by contract or otherwise, and recover the cost thereof from the permittee.

MAINTENANCE DREDGING. (1) That when the work authorized herein includes periodic maintenance dredging, it may be performed under this permit for _____ years from the date of issuance of this permit (ten years unless otherwise indicated); and (2) That the permittee will advise the District Engineer in writing at least two weeks before he intends to undertake any maintenance dredging.

II. Special Conditions (Here list conditions relating specifically to the proposed structure or work authorized by this permit):

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. All piling and lumber treated with creosote or other protective material will be completely dry before use in or near the waterway.

cc. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

dd. Slope of the riprap, bank, or excavation, etx. will be no steeper than 2 foot horizontal to 1 foot vertical.

ee. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

ff. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Material Removal/Fill Permit No. 2542.

gg. After the completion of the bridge, the temporary gravel berm will be allowed to wash out by the natural river flow.

This permit shall become effective on the date of the District Engineer's signature.

Permittee hereby accepts and agrees to comply with the terms and conditions of this permit.

X Charles J Henry
PERMITTEE

6 June 1977
DATE

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

HARVEY L. ARNOLD, JR.
Colonel, Corps of Engineers
DISTRICT ENGINEER,
U.S. ARMY, CORPS OF ENGINEERS

7 June 1977
DATE

By A. J. HEINEMAN
Chief, Navigation Division

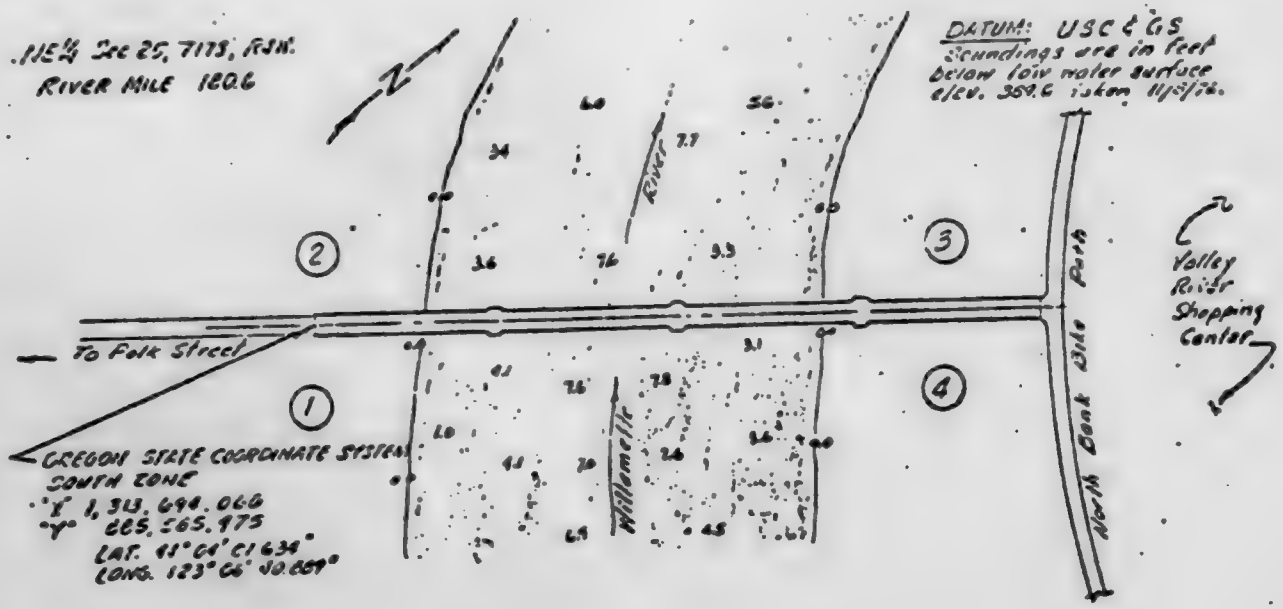
Transferee hereby agrees to comply with the terms and conditions of this permit.

TRANSFEREE

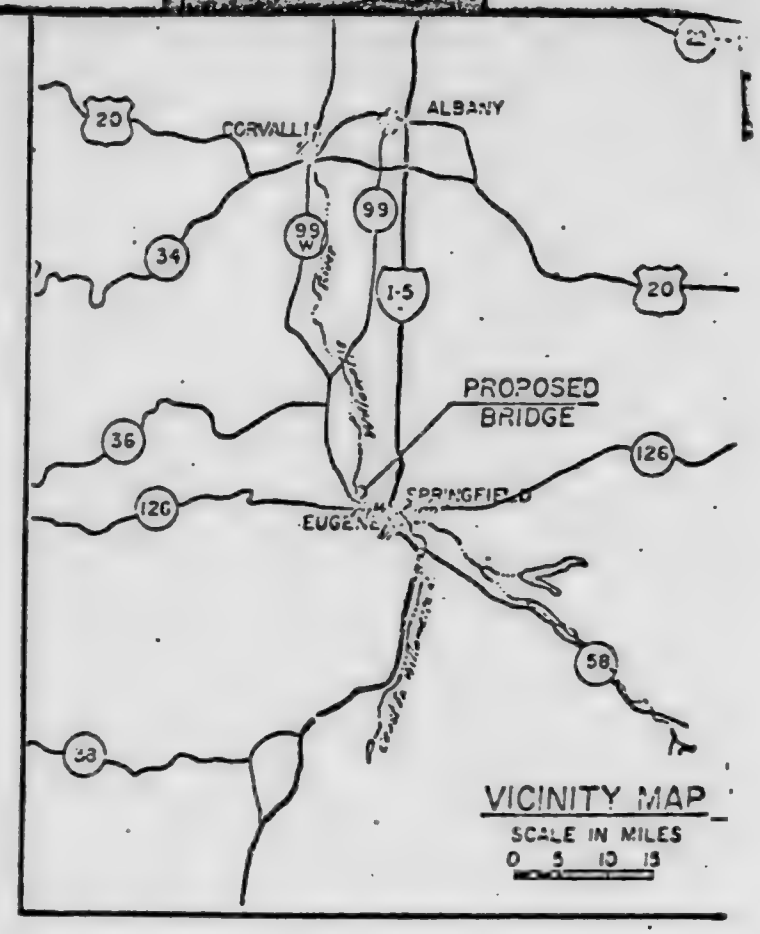
DATE

Sec. (Willamette River-Fill)

NE¼ Sec 25, T17S, R3W.
RIVER MILE 180.6



Adjacent Property Owners
① ② ③ ④ All City of Eugene, Oregon



Sheet 1 of 2

Proposed Work

in Willamette River

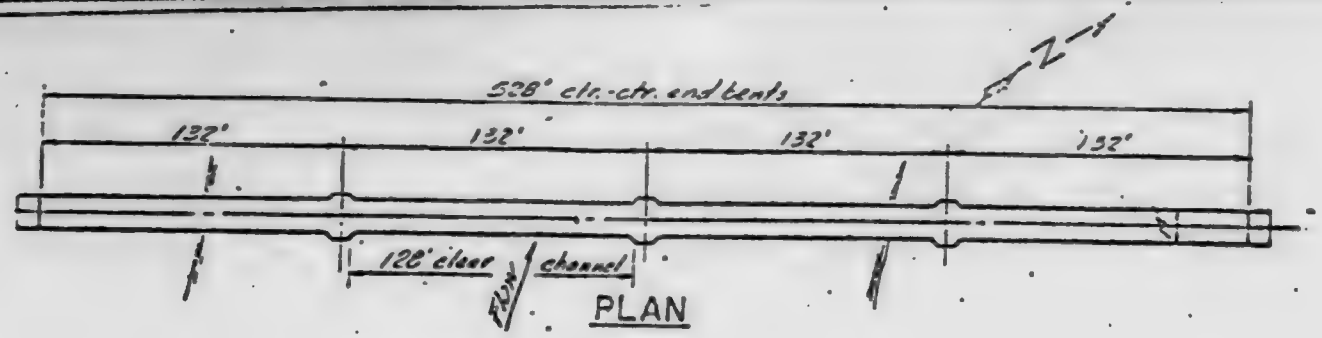
at River Mile 180.6

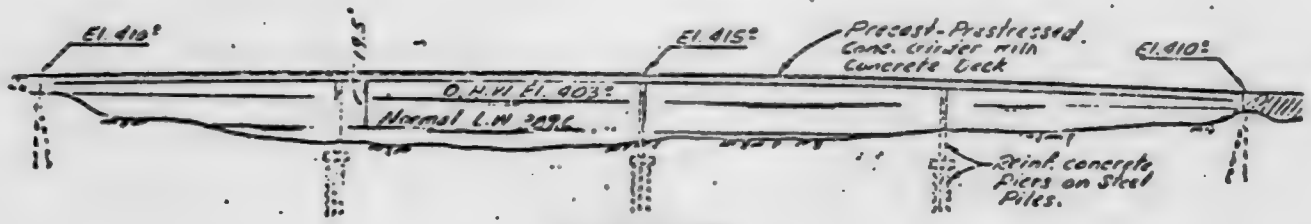
County of Lane, State Ore.

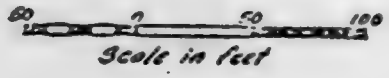
Application by City of Eugene

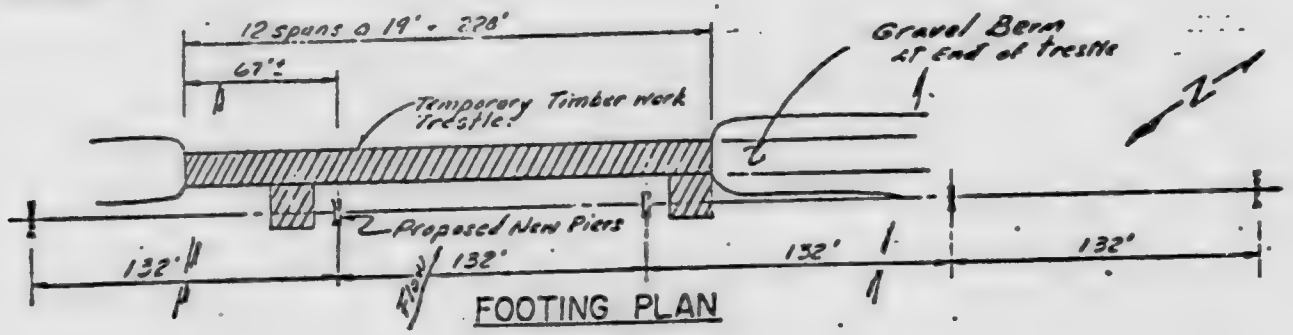
Date 1 February 1977

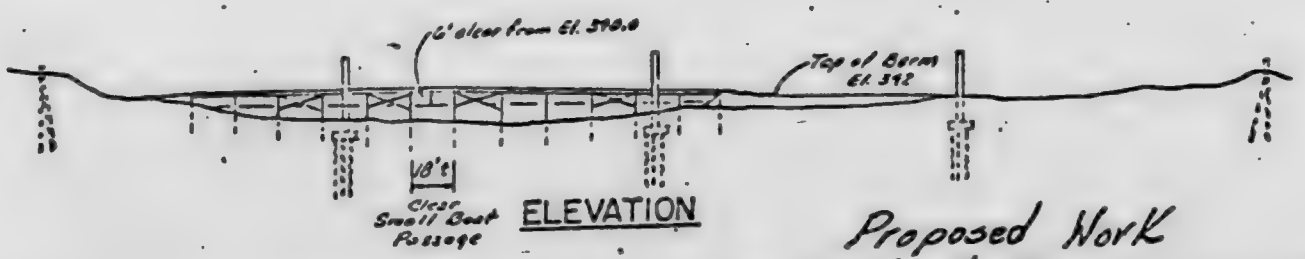
002501 (Willamette River-F111)

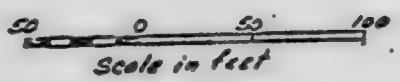












Proposed Work
in Willamette River
at River Mile 180.6
County of Lane, State Ore.
Application by City of Eugene

Sheet 2 of 2

85419

Don Trout

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

June 14, 1977

City of Eugene
858 Pearl Street
Eugene, OR 97401

Gentlemen:

Re: Material Removal/Fill Permit No. 2542

We are hereby extending the work period allowed under your permit to September 9, 1977. A revised "Attachment A" is enclosed. Also, Special Condition No. 6c has been corrected to reflect the same operation dates as Condition No. 3. Please make the necessary substitution.

If you have any further questions, please contact us.

Sincerely,

WILLIAM S. COX
Director

Eugene R. Schmitz, Supervisor
Environmental Management Unit

Versteeg
Olson
[illegible]
Scott
Swenson
Savage
Trout

RECEIVED
JUN 21 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

ERS:ph

cc: Oregon State Highway Division
Department of Fish and Wildlife
Department of Environmental Quality
Soil and Water Conservation Commission
Water Resources Department
U. S. Army Corps of Engineers

RECEIVED
JUN 21 1977
LOCATION
SECTION

ATTACHMENT "A"

Special Conditions for Material Removal/Fill Permit No. 2542

1. This permit authorizes the removal and placement of material in conjunction with the construction of a bicycle/pedestrian bridge.

2. The operation shall be conducted in a manner that will minimize any turbidity increase.

3. There shall be no removal or filling in the permit area between September 9 and March 1.

4. There shall be no operation of equipment in the active flowing stream on weekends or holidays.

5. All potholes or removal pits shall be leveled or connected to the stream at the end of the season's work.

6. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. Operation will not be done between September 9 and March 1.

   d. The riprap rock shall be placed from above the bank.

7. Waste materials and spoils shall be placed above the bankline.

8. Turbid waste waters from the project shall not be allowed to reenter the waterway or shall be allowed adequate settling time.

9. The imported borrow material used for temporary berms at each end of work trestle shall consist of clean bar run gravel from as outside source and shall be left in stream at project's completion.

10. Contractor shall contact Chris Christianson before work begins at 726-3515.

11. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

June 9, 1977

8549

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 10, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 23 on the following projects:

1. Main St-Cedar St (Philomath)
   S 19th St, Benton County

   Curbs and walks

   City responsibility

2. Circle Bar Section
   Crane-Venator County Road 37, Harney County

   Surfacing and structure

   County responsibility

3. Linn Road-Sams Valley Highway
   Crater Lake Highway, Jackson County

   Paving

   Six-foot shoulders to be signed and striped as bikeway

4. Valley River Bicycle-Pedestrian Bridge
   Eugene, Lane County

   Grade, pave and structure

   Bikeway project - City of Eugene and Federal Government

5. Fox Valley-Mill City
   Lyons-Mill City Road, Linn County

   Grade and pave

   County responsibility

6. W. Idaho Ave-SW 4th Ave (Ontario)
Malheur County

Paving and walks

City responsibility

7. Cairo Junction-Nyssa
Central Oregon Highway, Malheur County

Paving - 4-foot shoulders provided

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Browning Ave SE-Hilfiker Road SE (Salem)
Pacific Highway East, Marion County

Grading, paving and signals

Six-foot shoulders will be constructed to provide for future bikeway

9. Columbia Slouth Frontage Roads
East Portland Freeway, Multnomah County

Grading, paving and structures

Bikeway to be provided under later contract

10. North Tigard Interchange and Lake Road Interchange
Pacific Highway and East Portland Freeway
Multnomah and Clackamas Counties

Barriers and signing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Rockaway (N 3rd Ave)
City of Rockaway, Tillamook County

Grading and paving

City responsibility

12. Hot Lake Overcrossing-Union
La Grande-Baker Highway, Union County

Paving

Same as #7 except that 2- to 4-foot shoulders are provided

13. N Cherry St-Wallowa Lake Highway
Cove Ave and N Portland St, La Grande, Union County

Grading and paving

City responsibility

14. Denney Road Interchange
Beaverton-Tigard Highway, Washington County

Grading, paving, structure, signing and illumination

Eight-foot sidewalk provided on Denney Road within project limits

15. Spray-Kimberly
John Day Highway, Wheeler County

Grading, paving and structure

Same as #7 except that 4-foot shoulders are provided

16. Rock Creek Section
Willamina-Sheridan Highway, Yamhill County

Grading, paving and structure

Same as #7 except that 4- to 8-foot shoulders are provided

17. NE 20th St-NE 8th St (Newport)
Oregon Coast Highway, Lincoln County

Paving

Same as #10 - overlay only

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8549

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

6-1-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
BWD-0000(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. —

COUNTY NAME
Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	—	—

GENERAL LOCATION:
"Valley River Bicycle/Pedestrian Bridge"

GENERAL DESCRIPTION OF WORK:
Structure (Code Y052-Miles 0.9)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Temporary Erosion Control $200.00

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $347,105-Federal Funds not to exceed $271,600.

A signed title sheet is returned herewith.

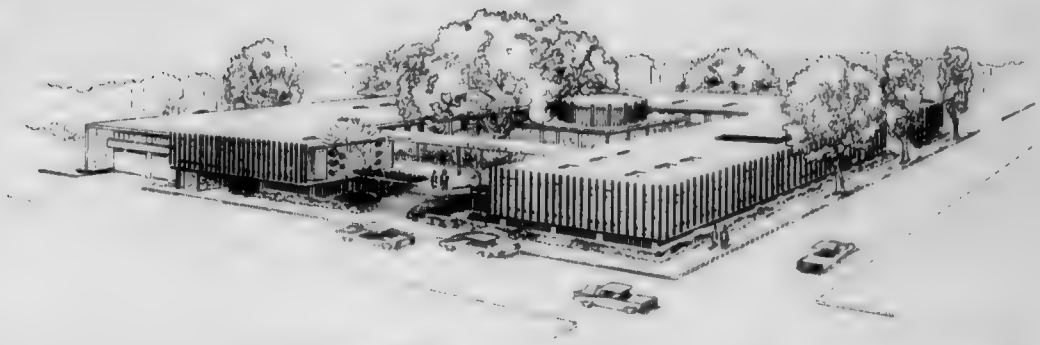
DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8549

Eugene



OFFICE OF THE CITY MANAGER — P.O. BOX 1967 — EUGENE, OREGON 97401
503/687-5010

May 27, 1977

Mr. Glen Clark
Regional Federal Aid Engineer
Oregon State Highway Division, Region III
P.O. Box 1128
Roseburg OR 97470

RE: VALLEY RIVER BICYCLE-PEDESTRIAN BRIDGE

Enclosed is a copy of the State Land Board easement for the bicycle-pedestrian bridge across the Willamette River.

As I mentioned in our phone conversation, the Corps of Engineers is issuing their permit to be consistent with the State Land Division permit, in allowing the temporary construction berms to remain in place after construction, rather than requiring removal. Therefore, the last line in Mr. Heineman's letter of May 17, 1977 will be superseded by the permits.

DR

David Reinhard, P.E.
Planning Engineer

DR:jm/Fa7

Enclosure

✓ cc: Mr. Don Trout

Versteeg
Olson
Copy Christensen
Scott
Copy Swenson
Savage
1 Trout

RECEIVED
JUN 0 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up ___/___/___
Other

Copy to LB Boyd, R/W

BRIDGE EASEMENT

The State of Oregon, by and through its STATE LAND BOARD (GRANTOR), for and in consideration of Three Hundred Sixty-Five Dollars ($365), the receipt of which is hereby acknowledged, hereby grants to the CITY OF EUGENE (GRANTEE) an easement and right to construct, maintain, operate, and replace a bikeway/pedestrian bridge in, over, and across the State-owned submerged and submersible lands of the Willamette River, Lane County, Oregon, described as follows:

All State-owned submerged and submersible land lying 10 feet on each side of the following-described center line which crosses the Willamette River in Lane County, Oregon:

Beginning at a point on the south bank of the Willamette River; lying south 841.48 feet and west 1,270.04 feet from the northeast corner of Section 25, T 17 S, R 3 W, W.M.; thence N 49°43'47" E to the north bank of said river 528 feet, more or less, all in Section 25, T 17 S, R 3 W, W.M., Lane County, Oregon.

TO HAVE AND TO HOLD the same unto GRANTEE for 99 years from the date of this instrument, ending on May 19, 2076, subject to the following conditions:

1. All construction shall conform to standards and specifications set by the U.S. Army Corps of Engineers for this project.

2. The bed and banks shall be restored to a natural condition as soon as construction or maintenance is completed.

3. Any blasting which may be necessary in the construction for the bridge shall be performed according to the laws of the State of Oregon.

4. GRANTOR reserves the right to lease or otherwise utilize the State-owned lands within the granted areas hereinabove described in a manner and for uses that will not be detrimental to the primary use for which this easement is granted.

5. The State Land Board shall have the right to stop operation of the bridge for noncompliance with the conditions of this easement or any lawful requirement by a regulatory agency of this state.

6. If the facilities for which this easement is granted are not used for a period of 5 consecutive years, this easement shall be terminated by written notice from GRANTOR to GRANTEE at its last known address. Upon termination, GRANTEE will have 90 days to remove the bridge from the State-owned land.

This easement is granted upon the condition that when GRANTEE, or its successor, ceases to use the above-mentioned bridge for the purposes for which this easement was given, all rights created by this easement shall immediately cease and revest in the State of Oregon. GRANTEE, or its successor, will, thereafter, upon request from GRANTOR, execute a recordable document evidencing the termination of this easement and remove the bridge facility from the State-owned land within a 90-day perio

7. Nothing in this easement may be construed as permission, except during construction or maintenance periods, to GRANTEE to interfere with navigation or reduce the public's rights to the free and unimpeded use of the navigable waters of the State of Oregon within the boundaries of this easement; provided, however, that to the extent necessary to facilitate construction and maintenance of these facilities, GRANTEE may so interfere, but shall keep such interference to an absolute minimum.

This easement does not convey an estate in fee simple of the lands used for a right-of-way. This grant is an easement only, and title remains in the State of Oregon.

WITNESS the seal of the State Land Board affixed this 19th day of May, 1977.

STATE OF OREGON, Acting by and
Through its State Land Board

River, Lane County, Oregon, described as follows:

All State-owned submerged and submersible land lying 10 feet on each side of the following-described center line which crosses the Willamette River in Lane County, Oregon:

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This easement does not convey an estate in fee simple of the lands used for a right-of-way. This grant is an easement only, and title remains in the State of Oregon.

WITNESS the seal of the State Land Board affixed this 19th day of May, 1977.

STATE OF OREGON, Acting by and
Through its State Land Board

By _____
William S. Cox, Director
Division of State Lands

8547

Versteeg
Eugene

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PRO 6

Mr. David Reinhard
Planning Engineer, DPW
City of Eugene
858 Pearl Street
Eugene, OR 97401

May 25, 1977

Dear Mr. Reinhard:

This will acknowledge your letter of May 19, 1977, concerning the Valley River Bikeway Project and transmitting correspondence from the Corps of Engineers and the Governor's clearance to the Corps of Engineers.

We now see no obstacles in the way of this project, and we will be calling for bids for the June 23, 1977, letting.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc Program Management
Hal Versteeg
Bill Anhorn
Ellis Jones

1 Versteeg
Olson
Copy
Scott
Copy Swenson
2

RECEIVED
MAY 27 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
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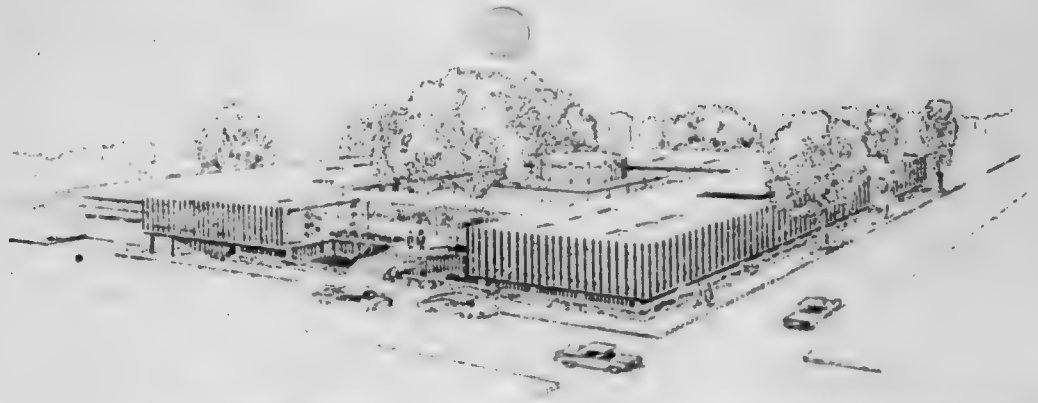
trust Reinhard



DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

May 19, 1977

Mr. Glen Clark
Regional Federal Aid Engineer
Oregon State Highway Division, Region III
P.O. Box 1128
Roseburg OR 97470

Dear Glen:

SUBJECT: VALLEY RIVER BICYCLE-PEDESTRIAN BRIDGE

Enclosed are copies of a letter from the U.S. Army Corps of Engineers, authorizing us to proceed with the project in advance of issuance of the formal permit, and the Governor's clearance issued to the Corps of Engineers for the same project. It is my understanding that this will complete the requirements as far as permits are concerned and will enable the State to advertise this project on June 2, 1977.

Please advise if there are any further requirements on our part.

Very truly yours,

Dave Reinhard

David Reinhard
Planning Engineer

DR:jm/THa10

Enclosure

cc: Mr. Don Trout

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-RF

17 May 1977

Mr. Dave Reinhard
City of Eugene
Public Works Department
858 Pearl Street
Eugene, Oregon 97401

RE: Permit No. 071-OYA-4-002501
(Willamette River-Fill)

Dear Mr. Reinhard:

In reference to your telephone request on 16 May 1977, the Corps of Engineers, Portland District would have no objection to the commencement of your proposed fill as advertised in public notice 071-OYA-4-002501, dated 25 April 1977, prior to the issuance of the formal permit, provided the City of Eugene will adhere to the attached conditions which will become a part of the aforementioned permit. The State of Oregon has further conditioned your permit in that work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Removal/Fill Permit No. 2542.

The fill is to be placed at mile 180.6 of the Willamette River in Eugene, Oregon, and detailed on the attached drawings marked 002501 (Willamette River-Fill). The project is to consist of the following:

Place fill in connection with the construction of a bicycle/pedestrian bridge across the Willamette River. The work is to consist of the placement of 800 cubic yards of gravel for the construction of a temporary berm, the construction of a temporary timber trestle, the placement of approximately 400 cubic yards of trucked in material for the north and south approaches to the bridge and the subsequent construction of three concrete piers on steel piles which will support a precast-prestressed concrete girder with a concrete deck. The gravel for the temporary berm will be obtained from an area above and shoreward of the ordinary high water line and the berm and wood timber trestle, will be removed upon completion of the bridge. The gravel from the berm will be disposed of above and shoreward of the ordinary high water line.

Sincerely yours,

A. J. HEINEMAN
Chief, Navigation Division

Incl:a/s

SPECIAL CONDITIONS

aa. All construction debris will be disposed of on land in such a manner that it cannot enter into the waterway.

bb. All piling and lumber treated with creosote or other protective material will be completely dry before use in or near the waterway.

cc. Care will be taken to prevent any petroleum products, chemicals or other deleterious materials from entering the water.

dd. Slope of the riprap, bank, or excavation, etc. will be no steeper than 2 foot horizontal to 1 foot vertical.

ee. Work in the waterway will be done so as to minimize turbidity increases in the water which tend to degrade water quality and damage aquatic life.

ff. Work performed under this permit is further subject to such enforcement actions as may be instituted by the State of Oregon or its agencies under the provisions of Division of State Lands Removal/Fill Permit No. 2542.

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 17, 1977

ROBERT W. STRAUB
GOVERNOR

RECEIVED
MAY 18 1977
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

District Engineer
Corps of Engineers
U. S. Army
Portland District
P. O. Box 2946
Portland, OR 97208

Att: A. J. Heineman, Chief
Navigation Division

Ref: PN 071-OYA-4-002501 (Willamette River - Fill)

Dear Sir:

I approve the project subject to the conditions outlined in Material Removal/Fill Permit No. 2542 issued by the Division of State Lands.

On May 6, 1977, the Department of Environmental Quality certified there was reasonable assurance that the project, as described, would not violate applicable water quality standards.

Sincerely,

Governor

RWS:ph

cc: City of Eugene ✓
Division of State Lands
Department of Environmental Quality
Department of Fish and Wildlife
U. S. Fish and Wildlife Service

COPY

2549

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/18/77
Donald L Trout

6-23-77 Bid Letting _____ All Clear Deadline

SECTION Valley River Bicycle/Ped. Br (Eugene)
Highway Bicycle Route
County Lane Region 3
Type of Work Str & Approaches Funds FA-Demo.
State __ Consultant X Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Statewide - No problems
Write-off Letter	X					
PERMITS:						
Division of State Lands		X			X	
D.O.G.M.I.	X					
Corps of Engineers		X			X	
Coast Guard		X			X	
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X				X	No problems w/pedestrian-bike facility Lindland to Trout 5-6-77

8549

Eugene

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 18, 1977

FILE:

FROM: Donald L. Trout
Design Office Engineer

SUBJECT: Valley River Bicycle/Pedestrian Bridge (Eugene)

TO: MEMORANDUM TO THE FILES

Correction

A review of the various clearances necessary prior to P.S. & E. approval reveals no problems for this project for the June ~~26~~ 23, 1977, bid letting.

Utilities, City/County Agreement, Cultural and Noise are all clear. Right-of-way Certification is being made. All permits are in hand except the Corps of Engineers' permit and it is expected this week. It has been cleared by phone. Environmental Mitigation Certification can be made with no problem. The City has to issue a Conditional Use Permit because this area is within the Willamette Greenway. They will take action on this May 31, 1977, and they anticipate no problems.

cc: E. S. Hunter
Walt Hart
J. B. Boyd
Gary Potter
George Hopkins
Alfred Shirley
Don Shaffer

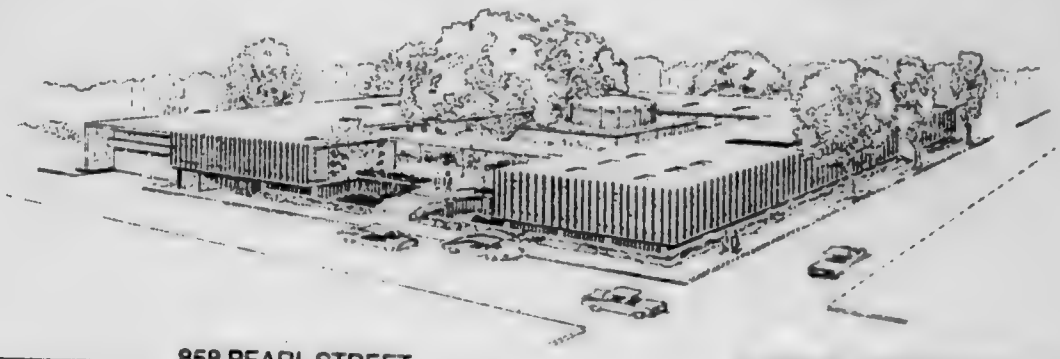
1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

RECEIVED
MAY 18 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

8549

CITY OF EUGENE



DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

May 11, 1977

Mr. Glen Clark
Regional Federal Aid Engineer
Region 3, Oregon State Highway Division
P. O. Box 1128
Roseburg OR 97470

RE: VALLEY RIVER PEDESTRIAN-BICYCLE BRIDGE

Enclosed are copies of the permits issued by the U. S. Coast Guard and the Oregon Division of State Lands for this project. As I mentioned to you on the phone, the permit from the Corps of Engineers is still being processed, but I have been informed that we should have the permit by the end of this month.

It's my understanding that if you have these three permits by the end of this month, then the State will go ahead and advertise the contract on June 2. Bids are to be opened on June 23, and the contract must be awarded within ten days. Therefore, we have scheduled this item for our June 27 City Council meeting, for authorization to submit the City's advance deposit to the State.

Two other items that we expect to have taken care of by the end of May are the easement which the City must acquire from the State Land Board, and the conditional use permit required because of Willamette Greenway regulations. We will keep you advised on the progress of these matters and the Corps of Engineers' permit.

Very truly yours,

Dave Reinhard

Dave Reinhard
Planning Engineer

cc: Mr. Don Trout

DR:ng/WEa22

Versteeg
Olson
Scott
Swenson
Savage
Trout

RECEIVED
MAY 13 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up ___/___/___
Other

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
WASHINGTON, D.C. 20590
PHONE:

BRIDGE PERMIT
(60-77)

5 MAY 1977

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U. S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - CITY OF EUGENE - has submitted plans and a map of location of a bridge to be constructed across the Willamette River at Eugene, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated February 1977 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

5 MAY 1977

BRIDGE PERMIT: Bridge across the Willamette River at Eugene, Oregon (60-77)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of the U. S. Army Corps of Engineers, Portland District; Oregon Division of State Lands, or any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

R. D. HODGES
Captain, U.S. Coast Guard
Chief, Bridge Division
By direction of the Commandant

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3059
378-3805

Permit No. 2542
Permit Type Removal/Fill
Waterway Willamette
County Lane
Expiration Date 3-31-78
c/r PN 77-N-03

CITY OF EUGENE

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.660 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT "A" AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment "A".

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

William S. Cox, Director
Oregon Division of State Lands

Eugene R. Schmidt
Authorized Signature

March 31, 1977
Date issued

ATTACHMENT "A"

Special Conditions for Material Removal/Fill Permit No. 2542

1. This permit authorizes the removal and placement of material in conjunction with the construction of a bicycle/pedestrian bridge.

2. The operation shall be conducted in a manner that will minimize any turbidity increase.

3. There shall be no removal or filling in the permit area between September 1 and March 1.

4. There shall be no operation of equipment in the active flowing stream on weekends or holidays.

5. All potholes or removal pits shall be leveled or connected to the stream at the end of the season's work.

6. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. Operation will not be done between September and May.

   d. The riprap rock shall be placed from above the bank.

7. Fill materials, waste materials and spoils shall be placed above the bankline.

8. Turbid waste waters from the project shall not be allowed to re-enter the waterway or shall be allowed adequate settling time.

9. The imported borrow material used for temporary berms at each end of work trestle shall consist of clean bar run gravel from an outside source and shall be left in stream at project's completion.

10. Contractor shall contact Chris Christianson before work begins at 726-3515.

11. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

March 31, 1977

Form FHWA 121 (Rev. 5-73)

8549

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 11, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project BWD-0000(1)
Valley River Bicycle-Pedestrian Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Ellison's submittal of April, 1977 on the above structure which is being designed for the City of Eugene by the Oregon Bridge Engineering Company. We find the plans acceptable and they are approved subject to the informal comments given to Mr. Wallace.

for G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
MAY 13 '77
REFER TO
FOR
Info | Engr | R/D | D/E | Sign | Act | File

8549

CITY OF EUGENE

DEPARTMENT OF PUBLIC WORKS
EUGENE, OREGON 97401

To: Don Trout

Date: 4/29/77

Attention:

Re: Valley River Bicycle-Pedestrian Bridge

We are sending you:

Herewith:
By Mail X
By Messenger

Under separate cover:
By Mail
By Messenger

Description: Negative Declaration/Section 4-f Statement

Remarks: Per your request.

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 0 2 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

By Dave Reinhard

C-11

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RFHWA Louis E. Lyons
Portland, Oregon, Region 13

DATE: July 1, 1976

In reply refer to: HEV-11

SUBJECT: Negative Declaration/Section 4(f) Statement for Bikeway Demonstration Projects

FROM : Federal Highway Administrator
Washington, D.C. 20590

TO : Regional Federal Highway Administrators,
Regions 1-10
Regional Engineer, Region 15

		Init
✓	Div Admin	
✓	Board	
✓	Env Coord	
✓		
	Dist L	
✓		

In order to reduce processing time and delays, we have prepared a negative declaration/Section 4(f) statement and determination (copy attached) to cover all projects under the Bikeway Demonstration Program (FHPM 6-9-14) which involve Section 4(f) property. This approved document should be distributed to Division Offices and State highway agencies for their use.

A draft of the negative declaration/Section 4(f) statement was published in the Federal Register (Volume 41, page 18340) on May 3, 1976, with interested persons invited to comment. No adverse comments were received during this commenting period. All letters received were favorable and recommended approval of the document.

This environmental document will not relieve the Division Administrator from reviewing the impacts, mitigation measures, location, and design of individual bikeways. If there are any unusual circumstances (major impacts or controversy), a separate Section 4(f) statement and environmental document (EIS or negative declaration) should be considered for the individual project. We would expect that most projects that do not involve Section 4(f) properties would be determined as nonmajor actions and would not require a formal environmental document.

It is also important to obtain approval from the official having specific jurisdiction over the Section 4(f) property that the project is acceptable and consistent with the designated use of the property, and that the location and design have been accomplished in a manner that will not cause harm to the property. A copy of the negative declaration/Section 4(f) statement, along with the approval letter from the official, should be placed in the individual project file.

From 10 FR 3

If you have any questions concerning the subject document, please contact the Environmental Review Branch (426-0106) in the Office of Environmental Policy.

We are also in the process of preparing a general Section 4(f) statement for other bikeway projects (FHPM 6-1-1-1). We will keep you informed on the status of this document.

Norbert T. Tiemann

Attachment

FINAL NEGATIVE DECLARATION/SECTION 4(f) STATEMENT AND DETERMINATION FOR THE BIKEWAY DEMONSTRATION PROGRAM (Pursuant to Public Law 93-643)

Background

Section 119 of the Federal-Aid Highway Amendments of 1974, Public Law 93-643, authorized grants to the States for demonstration projects for the construction of bikeways. Regulations for administration of the Bikeway Demonstration Program are contained in Volume 6, Chapter 9, Section 14, of the Federal-Aid Highway Program Manual, codified as Part 663 of Chapter 1 of Title 23 of the Code of Federal Regulations (41 FR 8344, dated February 26, 1976).

The purpose of this demonstration program is to provide additional Federal funding for bikeways and to promote bicycling as a safe and viable alternative mode of transportation for commuter and/or recreational use in urban or urbanized areas. Selection of projects to be funded will be based upon demonstration value and the potential for nationwide application of new ideas for bikeways.

A total of $6 million in Federal funds is available for this program. It is anticipated that 30 to 90 projects may be funded and that a substantial number of these projects will be located on property requiring consideration under Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 1653(f)).

Project Description

Design and construction standards for these projects will be those contained in the American Association of State Highway and Transportation Officials "Guide for Bicycle Routes," or equivalent standards developed in cooperation with State or local officials and acceptable to the Federal Highway Administration (FHWA). Reasonable deviations will be permitted in the interest of demonstrating innovations in bikeway design.

Typical usage of a bikeway located in a park, recreation area, wildlife refuge, or historic site will be for recreation with additional utilization for commuting. Usage will generally be limited to bicycles and pedestrians, and volumes will vary depending upon population densities, recreational attractions, etc., of the urban area in which the individual bikeways are constructed.

It is required that a public agency be responsible for maintenance of each federally funded bikeway.

Application

This negative declaration/Section 4(f) statement is applicable to Bikeway Demonstration Program projects which are to be constructed in publicly owned parks, recreation areas, wildlife and waterfowl refuges, or in

historic sites, regardless of ownership status. Additionally, this document is applicable only when the official having specific jurisdiction over the Section 4(f) property has given his approval in writing that the project is acceptable and consistent with the designated use of the property and that the location and design have been accomplished in a manner that will not cause harm to the property.

Summary

There is no feasible and prudent alternative to the use of Section 4(f) properties for projects funded under the Bikeway Demonstration Program because the bikeways are recreational facilities and are properly a normal part of the development of these properties. Artificially routing a bikeway around a Section 4(f) property would decrease the recreational value of the bikeway.

The written approval of the official having specific jurisdiction over the Section 4(f) property and construction authorization by FHWA will confirm that the bikeway location and design have been accomplished in a manner not to cause harm to the property.

Noise and air quality will not be affected due to bicycles which will be using the proposed facilities.

Temporary impacts on water quality will be minimal. Erosion control measures will be used throughout the construction of the bikeways. Due to the narrow cross section of the bikeways, a minimal amount of clearing will be required. The bikeways will be blended into the existing terrain to reduce any visual impacts.

Displacement of families and businesses will not be required.

No significant adverse social or economic impacts are anticipated. There will be beneficial impacts such as the enhancement of the recreational potential of the parks and the provision of an alternate mode of transportation for the commuter.

Comments and Coordination

A draft of this negative declaration/Section 4(f) statement was published in the Federal Register (Volume 41, page 18340) on May 3, 1976, with interested persons invited to comment. No adverse comments were received during this commenting period. All letters received were favorable and recommended approval of the document.

Determination

Based on the above and on the scope of these bikeway projects, it is determined that they will not have a significant effect upon the quality of the human environment. It is also our determination that (1) there is no feasible and prudent alternative to the use of Section 4(f) lands, and (2) the conditions for approval will insure that the bikeway proposals will include all possible planning to minimize harm resulting from such use.

2/2/76
Date

Robert E. Farris
Federal Highway Administrator

8549

CITY OF EUGENE

DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

April 26, 1977

Mr. Don Trout
Road Design Section
Oregon State Highway Division
Room 223, State Highway Building
Salem OR 97310

SUBJECT: PROPERTY OWNERSHIP, VALLEY RIVER PEDESTRIAN/BICYCLE BRIDGE

The purpose of this letter is to clarify the property ownership and easements in relation to the proposed new pedestrian and bicycle bridge, as you requested in our telephone conversation earlier today (April 25).

The land at the south end of the proposed bridge is all owned by the City of Eugene, and is City park land. The City holds an easement for pedestrian paths and bicycle paths on the north side of the river at this location (copy attached).

We are presently making application to the Division of State Lands for an easement for the structure as the river channel itself is owned by the state. This application is to be considered by the State Land Board at their meeting next month.

I hope that this supplies the information you require. If you have any further questions, please feel free to call me.

David Reinhard

David Reinhard
Planning Engineer

DR:jfpTa2

Att.

cc: Glen Clark
Lou Pierce
Virgil Wilson

1 Versteeg
Olson
Christensen
Scott
Swenson
Savage
2 Trout

RECEIVED
APR 27 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
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Bring Up
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Hi Copy Boyd

ITY FILE NO. 5066

7422886

Authorized for Recording
by City of Eugene

Date 5-29-74

Director of Finance

DEDICATION AND GRANT OF PUBLIC EASEMENT FOR BICYCLE TRAIL, PEDESTRIAN WAY AND INCIDENTAL PUBLIC USES

Pursuant to the requirements of Council Bill 388 adopted by the Common Council of the City of Eugene on October 8, 1973, Valley River Center, a partnership, Grantor, does hereby dedicate and convey to the City of Eugene, a municipal corporation, Grantee, subject to the conditions and limitations hereinafter set forth, a public easement for bicycle trail, pedestrian way and incidental public uses over, along and across the following described parcel of real property situated in Eugene, Lane County, Oregon, to wit:

Beginning at the rock nail marking the northeast corner of Section 25, Township 17 South, Range 4 West of the Willamette Meridian; thence, N 89° 31' 30" W 109.91 feet to a point; thence, S 0° 31' 09" W 60.00 feet to a point; thence, N 89° 31' 30" W 1174.94 feet to the TRUE POINT OF BEGINNING; thence, S 34° 23' 32" E 262.70 feet to a point; thence, S 45° 03' 52" E 222.12 feet to a point; thence, S 53° 27' 56" E 285.27 feet to a point; thence, S 51° 53' 43" E 170.13 feet to a point; thence, S 56° 33' 42" E 369.38 feet to a point; thence, S 64° 03' 53" E 301.87 feet to a point; thence, S 69° 51' 17" E 218.77 feet to a point; thence, North 14.61 feet to a point; thence, N 66° 47' 37" W 37.44 feet to a point marked by an iron pin; thence, N 67° 56' 45" W 231.16 feet to a point marked by an iron pin; thence, N 62° 50' 17" W 255.47 feet to a point marked by an iron pin; thence, N 57° 22' 15" W 306.78 feet to a point marked by an iron pin; thence, N 51° 44' 45" W 239.25 feet to a point marked by an iron pin; thence, N 53° 44' 13" W 255.27 feet to a point marked by an iron pin; thence, N 46° 21' 15" W 230.10 feet to a point marked by an iron pin; thence, N 33° 40' 19" W 244.00 feet, to a point marked by an iron pin; thence, N 89° 31' 30" W 24.01 feet to the true point of beginning in Lane County, Oregon.

7422886

by City of Eugene

Date 5-29-74

Director of Finance

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This dedication and conveyance of a public easement is made by Grantor and accepted by Grantee subject to the following conditions and limitations:

(a) Grantee shall maintain all public improvements constructed or placed within the easement area.

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This dedication and conveyance of a public easement is made by Grantor and accepted by Grantee subject to the following conditions and limitations:

(a) Grantee shall maintain all public improvements constructed or placed within the easement area.

(b) Grantor shall be responsible for the maintenance of the berm situated on said real property as a flood control device to protect the remaining real property of Grantor and Grantor shall have the right to enter upon the real property the subject hereof for the purpose of making necessary repairs or doing necessary maintenance, provided that any damage to public improvements thereon occurring as a result of activities of Grantor shall be promptly repaired by Grantor.

(c) Grantor shall obtain in writing the consent of the Director of the Eugene Parks and Recreation Department prior to removal of any vegetation

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City File No. 5066

A CITY FILE NO. 5C

7422886

from the easement area above described or enlarged as hereinafter provided.

(d) The area the subject of the public easement described above may be enlarged and expanded extending in a northwesterly direction contiguous to the property above described from the following described point:

> Beginning at the rock nail marking the northeast corner of Section 25, Township 17 South, Range 4 West of the Willamette Meridian; thence North 89° 31' 30" West 109.91 feet to a point; thence South 0° 31' 09" West 60.00 feet to a point; thence North 89° 31' 30" West 510.00 feet to a point; thence South 0° 28' 30" West 608.69 feet to a point on the northerly line of the property hereinabove in this instrument described;

upon the further following conditions and limitations:

(1) In the event development of the bicycle trail and pedestrian way occurs prior to development of the adjacent property now owned by Grantor, Grantee shall be responsible for widening in a northerly direction the top of the existing berm to a width of 20 feet on the top of the berm as measured from the south line along the top of the berm and to an elevation not less than that existing prior to such widening.

(2) In the event development of the adjacent property of Grantor occurs prior to the development of the bicycle trail and pedestrian way, Grantor shall be responsible for widening in a northerly direction the top of the existing berm to a width of 20 feet on the top of the berm as measured from the south line along the top of said berm, in which event Grantor shall notify Grantee when such widening is completed.

(3) Within 60 days after the widening of the top of the existing berm as provided in subparagraph (1) or (2) above, Grantee shall complete a new survey of the widened area and Grantor shall complete the dedication of the top of the widened berm within 60 days after receipt of the final survey report from Grantee.

(4) In no event shall the north line of the finally dedicated area be less than 28 feet north of

from the easement area above described or enlarged as hereinafter provided.

(d) The area the subject of the public easement described above may be enlarged and expanded extending in a northwesterly direction contiguous to the property above described from the following described point:

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(4) In no event shall the north line of the finally dedicated area be less than 28 feet north of the north line of property dedicated by Grantor to Lane County, a political subdivision of the State of Oregon, by dedication deed dated the 13th day of December, 1972 and recorded in Lane County Official Records on December 14, 1972 under Recorder's Reception No. 32464, nor more than 20 feet from the south line along the top of the berm hereinbefore referred to.

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(5) If the easement area the subject of this dedication shall be enlarged and expanded in accordance with the terms of this paragraph (d), the entire easement area, after such enlargement and expansion, shall be used and enjoyed by Grantee and Grantor subject to the same terms, conditions and limitations as hereinabove set forth as to the area first described in this instrument.

The rights, duties, obligations and privileges of Grantor shall not be personal to Grantor but shall be deemed to be covenants running with the the land and performed and exercisable from time to time by the owners of the properties now owned by Grantor and abutting the full length of the parcel of

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8549

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 26, 1977

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Willamette River Bikeway/
Pedestrian Bridge
Lane County

TO: F. B. Klaboe
Chief of Operations

The plans and specifications for the subject bridge have been prepared by the consultant and delivered to the Highway Division for review. This review will be furnished by May 6.

Attached is a copy of a letter from David Reinhard, Planning Engineer for the City of Eugene, giving the status of the acquisition of the various permits needed for the project.

Ruth Bascom, Vice-chairperson of the Governor's Advisory Committee on Bicycles, will be in Washington DC the first week in May and will be able to lend her support to the issuance of the Coast Guard permit. She will be furnished with the names of persons to contact in the Coast Guard.

The Corps of Engineers Permit Section was contacted April 22. I was assured they would publish their notification this week and would shorten the response time from the usual 30 days to 15.

At this time it appears that the project will be able to be advertised for the June 23 bid opening.

Attachment

FET:mc

cc E. S. Hunter
J. H. Versteeg
Gary A. Potter
Alfred Shirley, Jr.

NOTED
F. B.

RECEIVED
DOT OPERATIONS
APR 27 '77
REFER TO
FOR
Info | Invest | R/D | J/R | Sign | Act | File

CITY OF EUGENE

DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

April 22, 1977

Mr. Hal Versteeg
Road Design Engineer
Oregon State Highway Division
Room 223, State Highway Building
Salem, OR 97310

RE: STATUS OF PERMITS FOR VALLEY RIVER BICYCLE-PEDESTRIAN BRIDGE

Pursuant to my phone conversation this afternoon with Glen Clark, herewith is a summary of our current status on the project, as of 4/22/77:

1. Coast Guard Permit: The Seattle office has prepared a major portion of their "findings", and are waiting only for the Governor's release and comments from U.S. Fish and Wildlife Dept. (I've been informed both of those documents are on the way.) Seattle office will then send their findings to the Headquarters office in Washington, D.C.

2. Corps of Engineers: As of mid-week they had not yet issued their notification, but I impressed upon them the urgency of obtaining a permit no later than June 1.

3. State Division of Lands: Permit has been obtained. We are presently applying for an easement, to be considered by the Land Board at their May meeting.

4. Conditional Use Permit: We are handling this matter internally, as the CUP must be granted by the City Hearings Official according to LCDC Greenway criteria.

We appreciate the Highway Division's efforts in attempting to get this project under contract by July 1, 1977. Any assistance you can lend in helping us expedite the remaining permits and easement will be welcomed.

David Reinhard
Planning Engineer

attachments
cc: Glen Clark, OSHD
Lou Pierce, OBEC
Ruth Bascom, Bicycle Committee

1 Versteeg
Olson
Christensen
Scott
Swenson
Sauers
2

RECEIVED
APR 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

3519

Form 81-734-3419

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

Valley River Bikeway
Demo. Proj.

To FILE:

File No. BWD-0000(1)-Eugene

From Doug Luth

Date 4/25/77

Subject R/W for bike bridge over Willamette River.

Called Les Wilson, City of Eugene R/W Agent. He referred me to Mr. Bert Teitzel, City Engineer.

Mr. Teitzel says he thinks they will be able to construct this project without the easement from the private party on the north end of the bridge. He does not know for sure. He has to check with Oregon Bridge, the designers for this project. Mr. Teitzel says he will know within the next few days if the additional R/W is required.

I informed Mr. Teitzel, Virgil Wilson, R/W Supervisor from our Roseburg office would stop in to discuss R/W problems and procedures sometime next week.

cc. B. Boyd
V. Wilson

cc Hal Versteeg

SP*22708-734

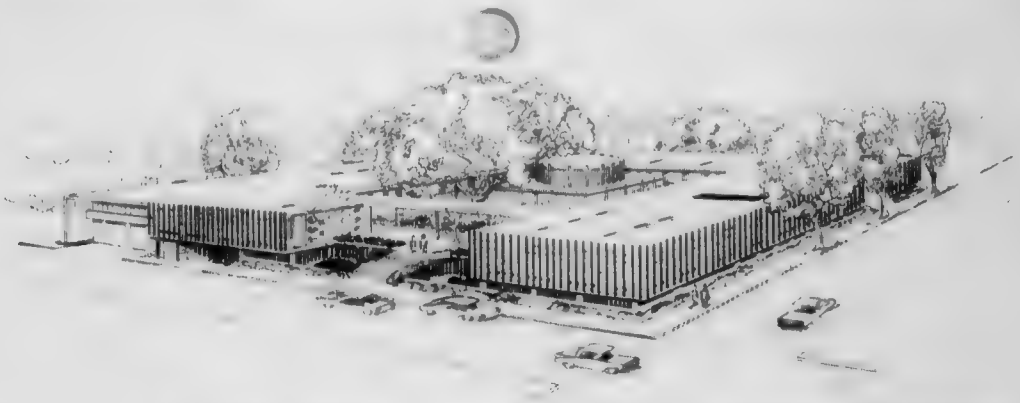
1 Versteeg
Olson
Christensen
Scott
Swenson
Savage
2 Trout

RECEIVED
APR 26 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8549

CITY OF EUGENE



DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

April 22, 1977

Mr. Hal Versteeg
Road Design Engineer
Oregon State Highway Division
Room 223, State Highway Building
Salem, OR 97310

RE: STATUS OF PERMITS FOR VALLEY RIVER BICYCLE-PEDESTRIAN BRIDGE

Pursuant to my phone conversation this afternoon with Glen Clark, herewith is a summary of our current status on the project, as of 4/22/77:

1. Coast Guard Permit: The Seattle office has prepared a major portion of their "findings", and are waiting only for the Governor's release and comments from U.S. Fish and Wildlife Dept. (I've been informed both of those documents are on the way.) Seattle office will then send their findings to the Headquarters office in Washington, D.C.

2. Corps of Engineers: As of mid-week they had not yet issued their notification, but I impressed upon them the urgency of obtaining a permit no later than June 1.

3. State Division of Lands: Permit has been obtained. We are presently applying for an easement, to be considered by the Land Board at their May meeting.

4. Conditional Use Permit: We are handling this matter internally, as the CUP must be granted by the City Hearings Official according to LCDC Greenway criteria.

We appreciate the Highway Division's efforts in attempting to get this project under contract by July 1, 1977. Any assistance you can lend in helping us expedite the remaining permits and easement will be welcomed.

David Reinhard

David Reinhard
Planning Engineer

attachments
cc: Glen Clark, OSHD
Lou Pierce, OBEC
Ruth Bascom, Bicycle Committee

1 Versteeg
Olson
Christensen
Scott
4th copy Swenson
Savage
2 Trout

RECEIVED
APR 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up / /
Other

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D

D/R

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 21, 1977

Commander (oan)
Thirteenth Coast Guard District
915 Second Avenue
Seattle, WA 98174

Att: R. C. Walton, Chief
Aids to Navigation Branch

Ref: PN 77-N-03 (Willamette River - Bridge)

I approve the project subject to the conditions outlined in Material Removal/Fill Permit No. 2542 issued by the Division of State Lands.

On April 4, 1977, the Department of Environmental Quality certified there was reasonable assurance that the project, as described, would not violate applicable water quality standards.

Sincerely,

Governor

RWS:ph

cc: City of Eugene
Division of State Lands
Department of Environmental Quality
Department of Fish and Wildlife
U. S. Fish and Wildlife Service

RECEIVED
APR 22 1977
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

COPY

DIVISION OF STATE LANDS
1445 State Street
Salem, Oregon 97310
Phone - 378-3059

6

DLB
file 1371

B/1 ?

Date: 2-22-77

Attached is a copy of a Public Notice received from the U. S. Coast Guard

~~Riverside Corps of Engineers~~ on 2-16-77.

Permit request submitted by: City of Eugene

Descriptive File No.: 77-N-03 (Willamette River - Bridge)

Please return your comments to the Division of State Lands by: 3-13-77

Application involves: (X) Fill ( ) Riprap ( ) Easement
(X) Removal ( ) Structure ( ) Lease

c/r: Division of State Lands' No. R/F 2542 has been circulated

---

We have reviewed the above Corps Notice and offer the following comments:

( ) We do not believe the project would have an adverse effect.

( ) We believe the effects of this project, although measurable, would be acceptable.

( ) We believe the project would be acceptable if methods of construction were altered as listed below.

( ) We would attend a conference with the applicant to seek project alternatives.

( ) The project is unacceptable as proposed (explained below).

( ) We have no basis for comment as explained below.

Explanations and Comments

Date:

Agency_____ By_____

8549 4-8-77 STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC: OSHD (E S Hunter) V
Region 3, (Shirley)

NOTED
E. S. HUNTER

INSPECTION REPORT

REGION NO.	REPORT ON	DIVISION
10	Design Review	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
4-8-77	T. P. Lowe, Area Engineer	BWD-0000(1)

IN COMPANY WITH
Ellis Jones, OSHD

RECEIVED STATE HWY ENGR APR 15 '77 FOR TO Region

File / Act / Sign / D/R / R D / Insp. / Info.

REMARKS

VALLEY RIVER BICYCLE-PEDESTRIAN BRIDGE
WILLAMETTE RIVER CROSSING
Eugene, Oregon
Bicycle Bridge

Scope:

Mr. Jones and I reviewed the proposed bridge site and then visited with Mr. Lou Pierce of Oregon Bridge concerning the bridge design and scheduling of the various action plan requirements.

cy- Bridge

Findings:

Attached is the consultant's design schedule which culminates in a bid date of June 23, 1977. It appears the preliminary engineering work is essentially on schedule at this time. Four alternate designs were considered as follows: 1) precast concrete girders, 2) suspension bridge, 3) a cable-stayed bridge and 4) a suspended deck under the existing I-105 bridge. Of these alternates, the precast concrete deck girder 14 ft. wide consisting of four 132 ft. spans was selected.

Mr. Pierce explained a possible construction scheduling problem regarding finishing all the work in the waterway prior to Sept. 1. Although it is possible the contractor may be able to complete all footing work by that date, it is not likely that he will be able to set the precast girders and remove the false work bridge prior to Sept. 1. Mr. Pierce said he was working with the Oregon Fish and Game Commission on this matter. It appears that removal of the work bridge by cutting off the wood piling would cause very minimal detrimental effect to the river during the fall salmon migration.

We also discussed the proposed construction alternate of sheet piling and a traditional footing versus the option of precast casson type footing. The consultant feels that with the precast concrete plants in the area, it is likely that the precast casson type alternate may be selected. Hopefully this type of construction will be less expensive and probably accelerate construction considerably and thereby enable the contractor to make the Sept. time schedule for getting out of the waterway.

It was noted that the City desires the 14 ft. width which will require approx. a 1-ft. closure type pour between the two prestressed girders. This will raise the cost of the structure somewhat above the original estimate and the City will pay this additional cost.

Other design details discussed were the electrical conduit to be placed within the closure pour and the wood type handrails which have been requested by the City.

Form FHWA 121 (Rev. 8-73)

8549

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 11, 1977

In reply refer to: 1041EC.1

SUBJECT: Oregon BWD-000(1)
Valley River Bicycle-Pedestrian
Bridge
Lane County

FROM :
G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's March 8 letter has been reviewed. We reaffirm our February 15, 1977 concurrence with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage of project development.

William H. Kyppe
G. L. Green
for

cc:
OSHD (Laux)
OSHD (Potter)
OSHD (Eb Engelmann)

RECEIVED
STATE HWY ENGR
MAR 14'77
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8549

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BWD-0000(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: ----

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECD STATE HWY ENGR
FEB 18 '77
REFER TO Rulien FOR
D/R

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2-15-77	----	----

GENERAL LOCATION:

"Valley River Bicycle-Pedestrian Bridge (Eugene)"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $20,500 - F.F. $16,400
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-4-77 letter I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e. Also as requested, I approve the Consultant Agreement with the Oregon Bridge Engineering Company for the amounts stipulated within the agreement. A signed copy is returned herewith.

All available demonstration funds have been allocated. The applicants should be aware that there are no additional matching funds for contract overruns. Funds allotted to projects which are not obligated on or before July 1, 1977 will be subject to withdrawal and may be allocated to other applicants by the Washington, D.C. office.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-15-77	G. K. Hoosier for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-787

8547

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

RECEIVED
FEB 24 1977
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

16591
Serial 76
9 February 1977

In reply refer to
Proposed National Bikeway
Demonstration Program Bridge
Willamette River Mile 180.6
at Eugene, Oregon

PUBLIC NOTICE NO. 77-N-03

BRIDGES

All interested parties are notified that an application has been received from the City of Eugene, Department of Public Works, 858 Pearl Street, Eugene, Oregon 97401 by Commander, Thirteenth Coast Guard District for approval of location and plans to construct a fixed bicycle-pedestrian bridge across a navigable waterway as follows:

WATERWAY AND LOCATION

Willamette River at Mile 180.6 at Eugene, Oregon.

CHARACTER OF WORK

The applicant proposes to construct a bicycle-pedestrian fixed bridge of precast-prestressed girder design with a concrete deck supported by reinforced concrete piers. The south end of the bridge will be on city-owned park land and planned park development has anticipated the existence of this structure. Navigation clearances to be provided by the proposed bridge are:

Horizontal	128 feet
Vertical	19.5 feet at Normal Low Water Elev. 389.6' 6.1 feet at Normal High Water Elevation 403.0'

ENVIRONMENTAL CONSIDERATIONS

Oregon State Highway Division has prepared an environmental assessment for the total Bikeways Demonstration Program and concluded the projects constitute non-major actions for environmental considerations which has been concurred with by FHWA. The assessment is available for review at the offices of the applicant, Commander, Thirteenth Coast Guard District

and Oregon State Highway Division, Salem, Oregon. The Coast Guard, in conjunction with FHWA and Oregon State Highway Division, also considers the proposed bridge to be a non-major federal action for purposes of the National Environmental Policy Act of 1969. The project may be reclassified as a major federal action should information be received identifying significant environmental impacts.

The proposed bridge will use publicly-owned park land on the south end, therefore, a Section 4(f) Statement is required in accordance with the Department of Transportation Act (Public Law 89-670). The FHWA Administrator has approved a Final Negative Declaration/Section 4(f) Statement and Determination for the Federal Bikeway Demonstration Program. The project will also be investigated under the several other environmental control laws, including Section 106 of the National Historic Preservation Act, etc.

The applicant has applied separately to the Corps of Engineers for a Section 404 Permit required under the Federal Water Pollution Control Act of 1972 for the dredge and fill required by this proposal.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, on the suitability of the location, the effect on the environment and the adequacy of the navigation clearances, with and without fender works, giving sufficient detail to establish a clear understanding of the reasons for support or opposition. Protests or comments will be received for the record at the office of Commander, Thirteenth Coast Guard District (oan), 915 Second Avenue, Seattle, Washington 98174 through 14 March 1977.

BASIS FOR DECISION

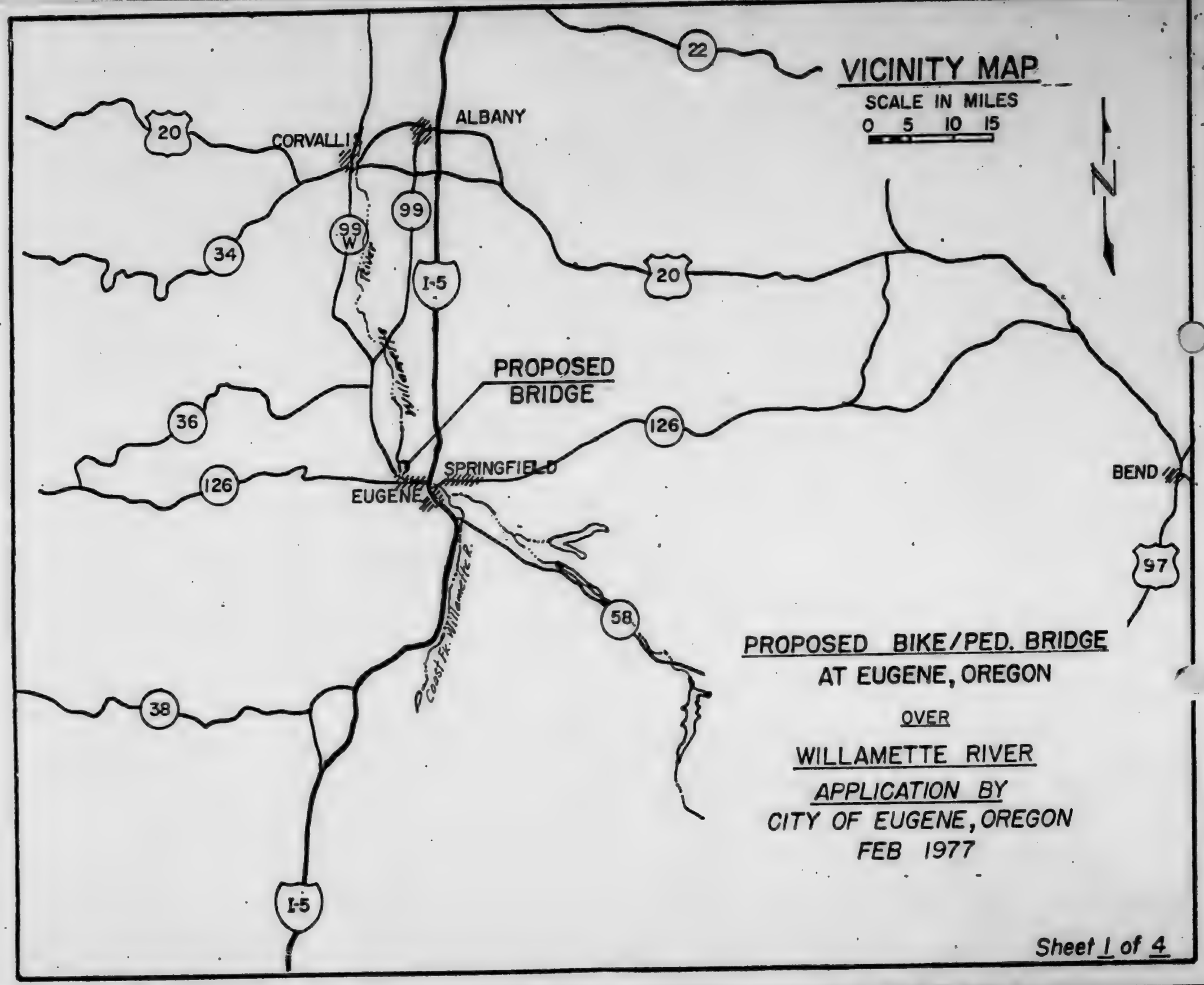
The decision as to whether or not approval of the location and plans for the proposed bridge will be granted must rest upon the impact of the bridge on navigation and the quality of the human environment. Factors such as wildlife and waterfowl refuges, public parks and historic sites will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

This Notice consists of two sheets of Notice, four sheets of drawings and one sheet Public Notice by Oregon Department of Environmental Quality.

R. C. Walton

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Drawings (4)
(2) Oregon DEQ Notice of Application for Water Quality Certification



PROPOSED BIKE/PED. BRIDGE
AT EUGENE, OREGON

OVER

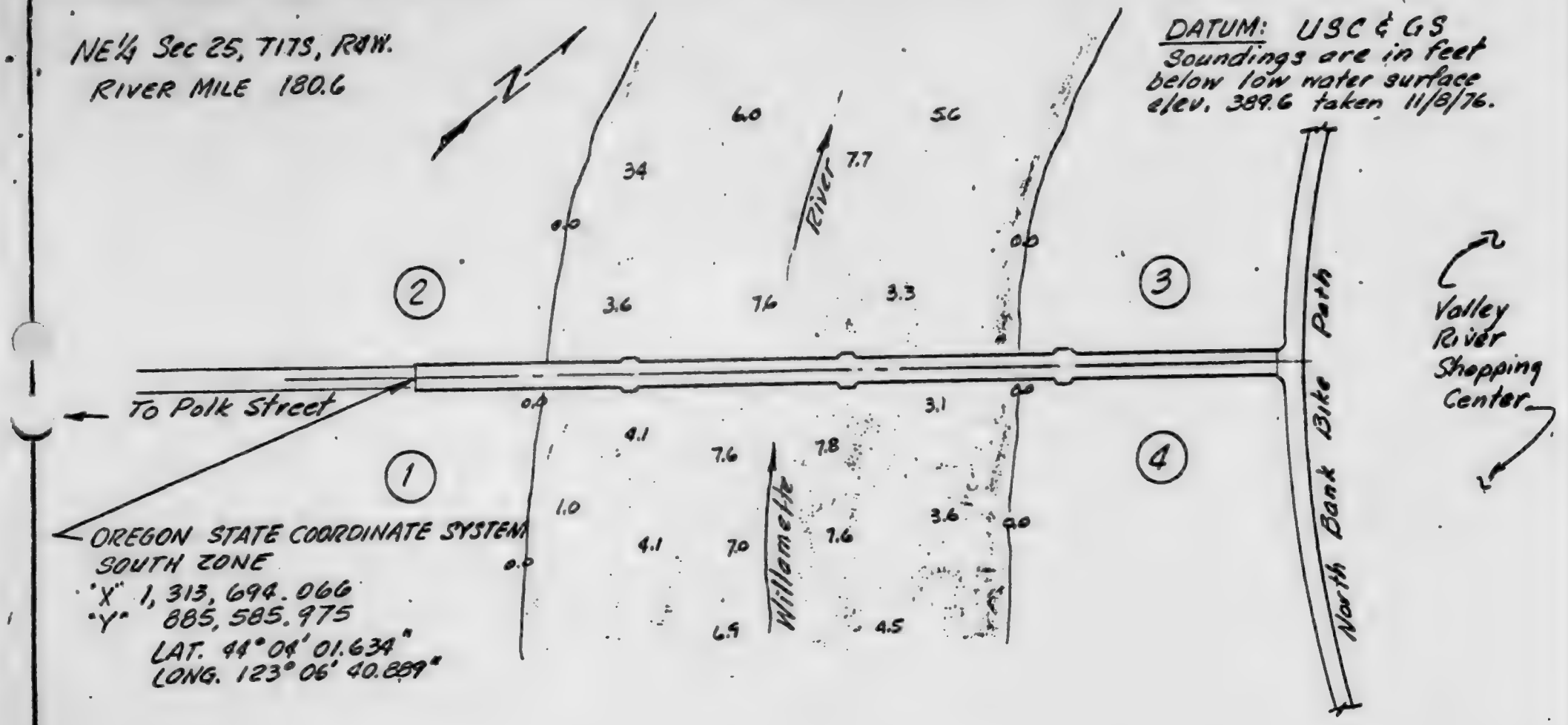
WILLAMETTE RIVER

APPLICATION BY
CITY OF EUGENE, OREGON
FEB 1977

NE¼ Sec 25, T17S, R4W.
RIVER MILE 180.6

N

DATUM: USC & GS
Soundings are in feet below low water surface elev. 389.6 taken 11/8/76.

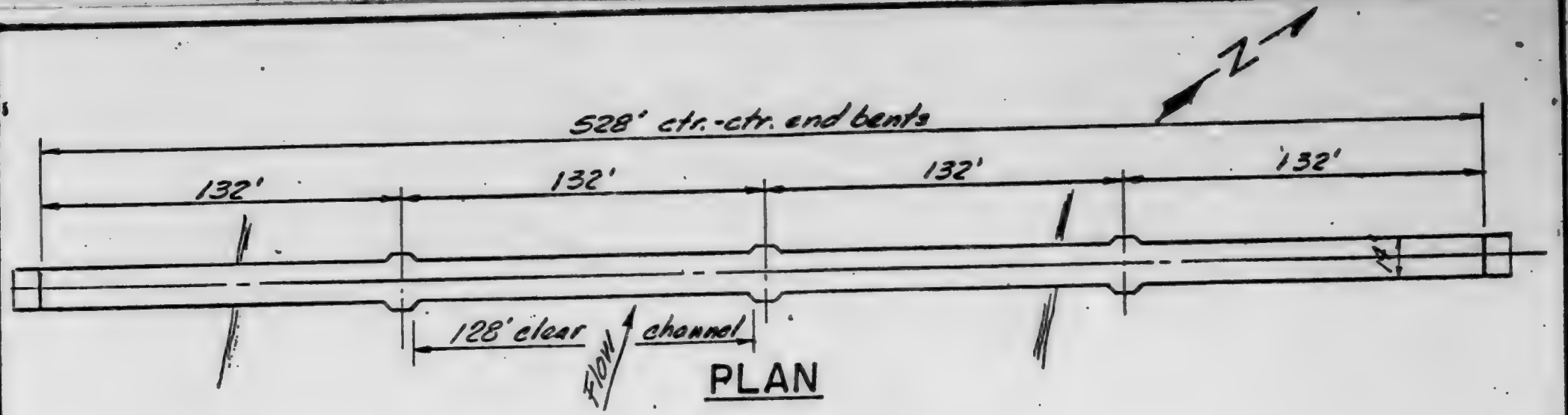


OREGON STATE COORDINATE SYSTEM
SOUTH ZONE
"X" 1,313,694.066
"Y" 885,585.975
LAT. 44° 04' 01.634"
LONG. 123° 06' 40.889"

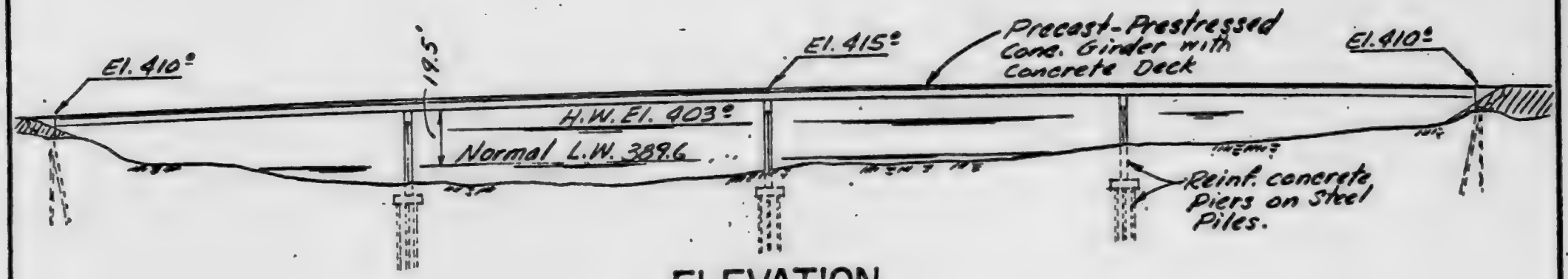
50 0 50 100
Scale in feet

Adjacent Property Owners
① ② ③ ④ All city of Eugene, Oregon

PROPOSED BIKE/PED. BRIDGE
AT EUGENE, OREGON
OVER
WILLAMETTE RIVER
APPLICATION BY
CITY OF EUGENE, OREGON
FEB 1977



PLAN

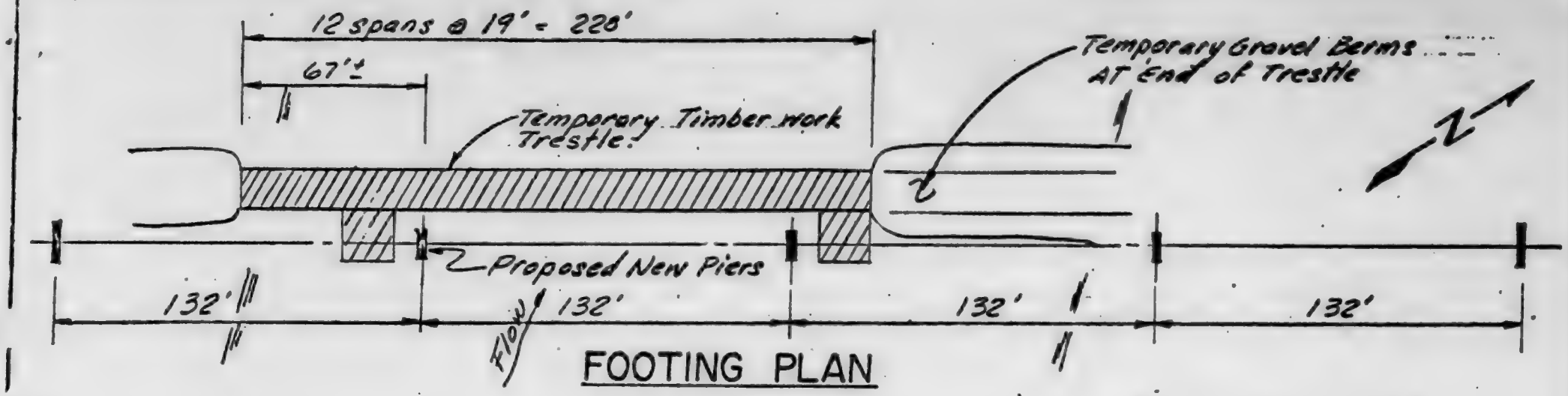


ELEVATION

50 0 50 100

Scale in feet

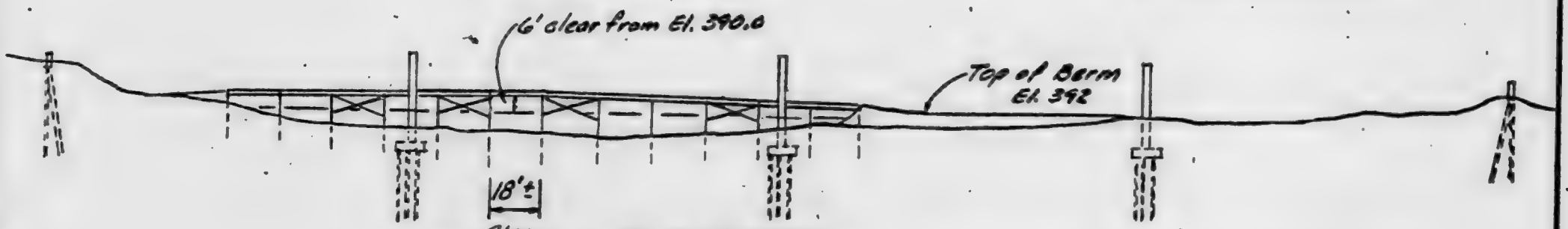
PROPOSED BIKE/PED. BRIDGE
AT EUGENE, OREGON
OVER
WILLAMETTE RIVER
APPLICATION BY
CITY OF EUGENE, OREGON
FEB 1977



FOOTING PLAN

PROPOSED FALSEWORK

To be in place only during construction



ELEVATION

50 0 50 100

Scale in feet

PROPOSED FALSEWORK

To be in place only during construction

PROPOSED WORK TRESTLE FOR PROPOSED BIKE/PED. BRIDGE AT EUGENE, OREGON OVER WILLAMETTE RIVER

APPLICATION BY

CITY OF EUGENE, OREGON

FEB 1977

8549

February 4, 1977

City of Eugene
City Hall
Eugene, OR 97401

Attention: S. P. Flogstad
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5956

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Valley River Bicycle-Pedestrian Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8549

PRO 6-2

February 4, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulfen
Program Management Engineer

SUBJECT Project Data Submission
Item No. N/A
Project No. BWD-0000(1)
Valley River Bicycle-Pedestrian Bridge (Eugene)
Lane County

Attached is data for the subject bikeway demonstration project.

We request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 Paragraph 10e.

2) Approval of the Consultant Engineering agreement with Oregon Bridge Engineering Company (two copies enclosed) and the return of one approved copy for our files.

3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P S & E approval at an estimated total cost of $ 20,500 with an obligation of $ 16,400 in Federal Funds.

CL:eb
cc: A. Shirley (Region 3)
D. Shaffer

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 4 1977

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 Willamette River Crossing (Eugene) 65	ADT	PRESENT N/A	FUTURE N/A (66)(70)	YEAR N/A (71)(72)	REGION 10	STATE NAME Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E. Bicycle/Pedestrian Br. 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) BWD- 14 28	NUMBER 0000(1 7			
CARD 4	CLASS OF FEDERAL FUNDS Bikeway Demonstration Program						COUNTY NAME Lane						
	NAME OF URBAN AREA 17-31 Eugene						ROUTE NO.	FEDERAL-AID Non (32)	STATE City (36)(37)	U.S			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42)(43 46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(78)	STATE FUNDS	OTHER FUNDS
1	(1-4 5)	(10)	41	42	43 46	53		(54)(58)	(59)(66)	(67)(78)		
5					PE Y052		"Valley River Bicycle-Pedestrian Bridge (Eugene)"	0.9	20,500	16,400	—	4,100 (Ci
5					ROW							
5					CONST (CODE) Y052			0.9	339,500	271,600	—	67,900 (Ci
							PROJECT TOTALS	0.9	360,000	288,000	—	72,000 (Ci

CARD 1	CODE 1	PREPARED BY C.L.
1	14	PROGRAM APPROVAL DATES

November 4; 1976

(10)(23)(24)(33) REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 4 1977

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Willamette River Crossing (Eugene)		N/A	N/A	N/A	10	Oregon	41	633	N/A

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only: POST MI.	DESIG.
e/Pedestrian Br.								BWD-	0000(1)			

Bikeway Demonstration Program

COUNTY NAME: Lane — CODE: 039

Eugene

ROUTE NO. | FEDERAL-AID: Non | STATE: City | U.S. | PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
52			0.9	20,500	16,400	—	4,100 (City)	
OW		"Valley River Bicycle-Pedestrian Bridge (Eugene)"						
ONST (CODE)								
52			0.9	339,500	271,600	—	67,900 (City)	
C.L.		PROJECT TOTALS	0.9	360,000	288,000	—	72,000 (City)	

PROVAL DATES

; 1976

REMARKS

Valley River Bicycle/Pedestrian Bridge (Eugene)
Project No. BWD - 0000(1)

Project Data: Work under this project consists of the following;
1) Preliminary Engineering all Phases
2) Construct reinforced concrete Bicycle/Pedestrian bridge approximately 460 feet in length and necessary grading and paving of approaches to connect to existing bikeways on each side of the Willamette River.

Note: Preliminary and Construction engineering will be performed by the consultant Engineering firm of Oregon Bridge Engineering company with review and contracting by State forces.

Additional Right Of Way: None required
System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved

FHPM 7-7-2 Requirement: Nonmajor action project as set forth in paragraph 10e.

Im 50-1-70 Requirement:

a) State Clearinghouse: H-95 review considered satisfied by inclusion in April 13, 1976 list of projects for bikeway demonstration funds.

b) District 5 Clearinghouse: A-95 review satisfied through inclusion in LCOG Tip Fy77 Annual element.

FHPM 7-7-5 Requirements:

a) Public Hearings - - None required under Oregon Action Plan
b) Location/Design - - Not a factor in the development of this project.

Note: This project is in Congressional District No. 4.

8547

February 1, 1977

Director
Division of State Lands
1445 State Street
Salem OR 97310

RE: VALLEY RIVER BICYCLE - PEDESTRIAN BRIDGE

Attached is an application for a permit from the Division of State Lands for this proposed bridge. This is a federally funded project under the National Bikeway Demonstration Program of 1976. Concurrent applications are being sent to the U. S. Coast Guard and the U. S. Army, Corps of Engineers. Your prompt review will be greatly appreciated. Should you have any questions please contact me at (503) 687-5243.

Enclosed is the required filing fee of $100.00.

Bert S. Teitzel
City Engineer

BST:DR:fw
Attachments

cc: Glen Clark
Oregon Bridge Engineering Co.
Bob Ellison

Send To: Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

FOR DIVISION USE:
Please return by _____
Date received _____
Permit No. _____
Waterway _____
County _____

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name City of Eugene, Oregon
   Address 858 Pearl Street Telephone 687-5243
   City Eugene State Oregon Zip Code 97401
2. Project Supervisor's Name Bert Teitzel, City Engineer
   Address (same as above) Telephone _____
   City _____ State _____ Zip Code _____
3. Property Owner's Name City of Eugene
   Address (same as above) Telephone _____
   City _____ State _____ Zip Code _____
4. Will the project be removal _____ fill _____ combination X riprap _____
5. Will your fill consist of rock _____ gravel X sand _____ silt _____ other _____
   Will your removal consist of rock _____ gravel X sand _____ silt _____ other _____
6. Volume of fill material required: annually 1200 total project 1200
   Volume of removal required: annually 400 total project 400
7. Name of waterway affected by project Willamette River
   a. Tributary of Columbia River
   b. River mile 180.6 Section 24 Township 17S Range 4W
   c. County Lane
   d. Popular local description of project location: Valley River Bridge site
8. What is the purpose of your project? To construct a bicycle/pedestrian bridge across the Willamette River.

Application for Removal or Fill Permit

Name _____
Permit No. _____

9. Describe your proposed operation (attach additional sheet if necessary):

Removal - Clamshell from confined cofferdams, to be replaced when piers are completed.

Fill - Imported borrow required for embankments at the bridge ends.

10. Where will you place dredge spoils, if any? no dredging

11. When will project start? July 1, 1977 Be completed? December 1977

12. What does the project site look like at the present time?

Basically undisturbed waterway - see attached drawings

13. What steps do you plan to take to restore area to its natural condition?

There will be practically no restoration work necessary as all excavated materials will be replaced to original groundline.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):

a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
d. Pertinent property boundaries.
e. Spot elevations or contours if available. Reference datum must be noted.
f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Signed _____

Title City Engineer

Date February 1, 1977

Attach the following items:
Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

SP*75643-141

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3059
378-3805

Permit No. 2542
Permit Type Removal/Fill
Waterway Willamette
County Lane
Expiration Date 3-31-78
c/r PN 77-N-03

CITY OF EUGENE

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.660 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT "A" AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment "A".

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

William S. Cox, Director
Oregon Division of State Lands

Eugene R. Schmidt
Authorized Signature

March 31, 1977
Date issued

ATTACHMENT "A"

Special Conditions for Material Removal/Fill Permit No. 2542

1. This permit authorizes the removal and placement of material in conjunction with the construction of a bicycle/pedestrian bridge.

2. The operation shall be conducted in a manner that will minimize any turbidity increase.

3. There shall be no removal or filling in the permit area between September 1 and March 1.

4. There shall be no operation of equipment in the active flowing stream on weekends or holidays.

5. All potholes or removal pits shall be leveled or connected to the stream at the end of the season's work.

6. Riprap shall be placed under these conditions:

   a. Only clean, erosion resistant rock from an upland source shall be used as riprap.

   b. Riprap shall be placed in a manner that does not appreciably increase the upland surface area.

   c. Operation will not be done between September and May.

   d. The riprap rock shall be placed from above the bank.

7. Fill materials, waste materials and spoils shall be placed above the bankline.

8. Turbid waste waters from the project shall not be allowed to re-enter the waterway or shall be allowed adequate settling time.

9. The imported borrow material used for temporary berms at each end of work trestle shall consist of clean bar run gravel from an outside source and shall be left in stream at project's completion.

10. Contractor shall contact Chris Christianson before work begins at 726-3515.

11. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

March 31, 1977

8549

February 1, 1977

Commander (oan)
Thirteenth Coast Guard District
915 Second Avenue
Seattle WA 98174

Attn: Mr. A. B. Christensen

RE: VALLEY RIVER BICYCLE - PEDESTRIAN BRIDGE

Application is hereby made by the City of Eugene, Oregon, for approval by the Commandant, U.S. Coast Guard, of the location and plans of a bicycle-pedestrian bridge to be constructed across the Willamette River at Eugene, Oregon, 180.6 miles above the mouth of the waterway as shown on the attached plans.

It is estimated that the bridge will cost $365,600.

Federal funds have been allocated to the project from the National Bikeway Demonstration Program. The funds are administered by the Federal Highway Administration (FHWA) through the Oregon State Highway Division (OSHD).

The bridge will not have a significant effect on the environment. As required by Section 102(2)(c) of the National Environmental Policy Act of 1969, a statewide environmental assessment has been prepared by the OSHD (copy attached). Their determination that this project constitutes a "non-major" action has been concurred in by the FHWA, therefore no further environmental documentation is required. (However, to assure that we satisfy all local concerns the City has prepared an environmental assessment for this project which is currently under review by the OSHD and FHWA. As soon as their concurrence is obtained the City will forward a copy of this assessment).

The City has coordinated with the State Department of Fish and Wildlife, who have determined that the proposed bridge will not have any significant effect on fish or wildlife in the area. There are no historic sites in the vicinity. The south end of the bridge will be on City-owned park land, and planned park development has anticipated the existence of this structure. A program level Section 4(f) statement and determination has been issued by FHWA (copy attached).

Legal authority for the bridge is found in the General Bridge Act of 1946. Construction permits are being requested from the Corps of Engineers (Section 404, PL 92-500) and the Oregon Division of State Lands.

Authorization is provided by City Council Resolution 2613, dated January 10, 1977, whereby the City and State have agreed cooperatively to participate in the project. (Copy attached.)

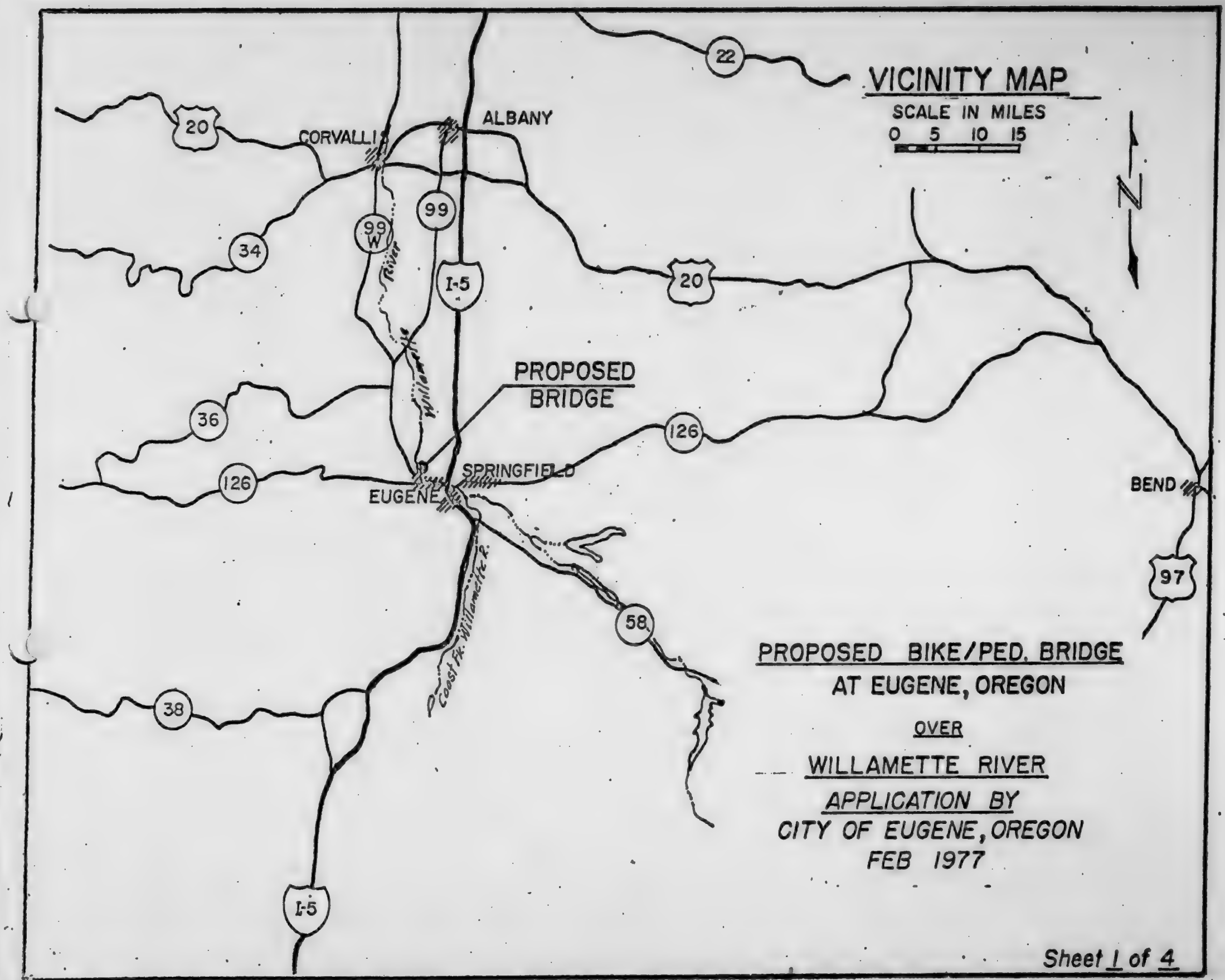
Your prompt review of this application will be appreciated. Please advise us if additional information is needed; my telephone number is (503) 687-5243.

Bert S. Teitzel
City Engineer

BST:DR:fw

cc: Glen Clark
Lou Pierce
Bob Ellison

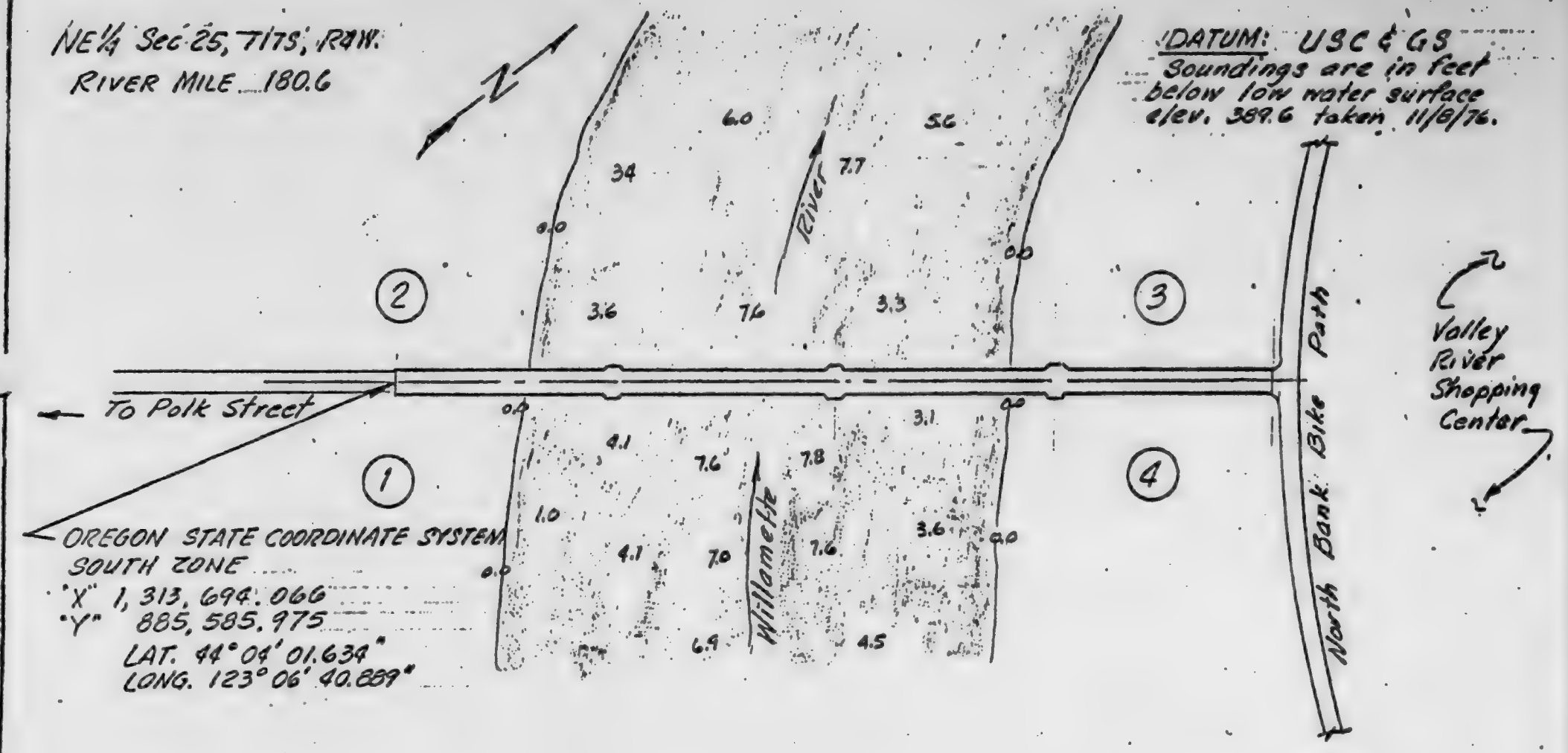
Encl:
3 copies of vicinity map and plans
Statewide environmental assessment
Section 4(f) statement
Application for permits:
Division of State Lands
Corps of Engineers
Project Authorization (Resolution #2613)



PROPOSED BIKE/PED. BRIDGE
AT EUGENE, OREGON
OVER
WILLAMETTE RIVER
APPLICATION BY
CITY OF EUGENE, OREGON
FEB 1977

NE¼ Sec 25, T17S, R4W.
RIVER MILE 180.6

DATUM: USC & GS
Soundings are in feet below low water surface elev. 389.6 taken 11/8/76.

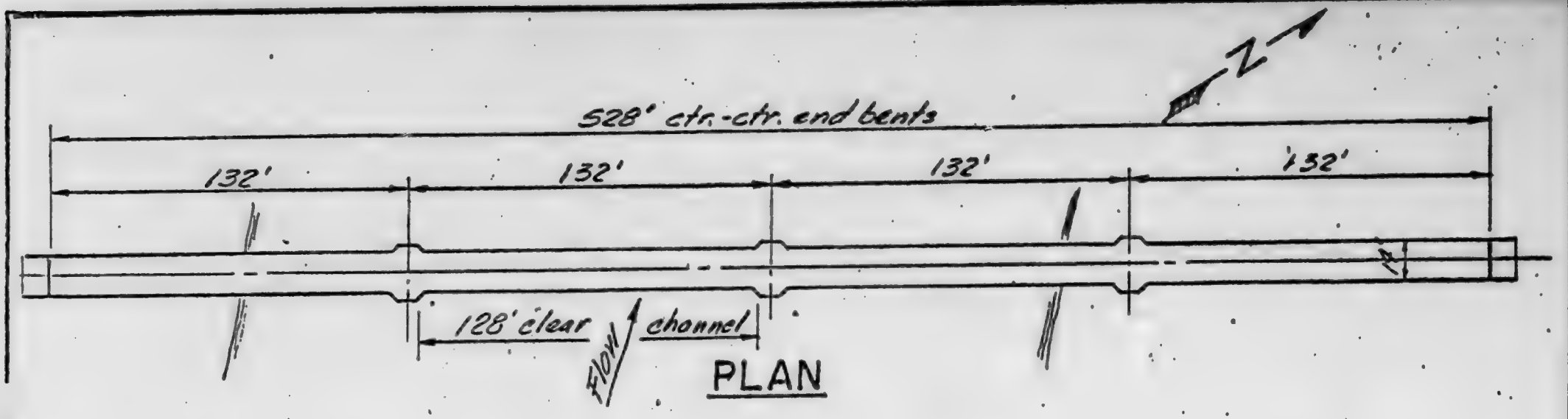


OREGON STATE COORDINATE SYSTEM
SOUTH ZONE
"X" 1,313,694.066
"Y" 885,585.975
LAT. 44° 04' 01.634"
LONG. 123° 06' 40.889"

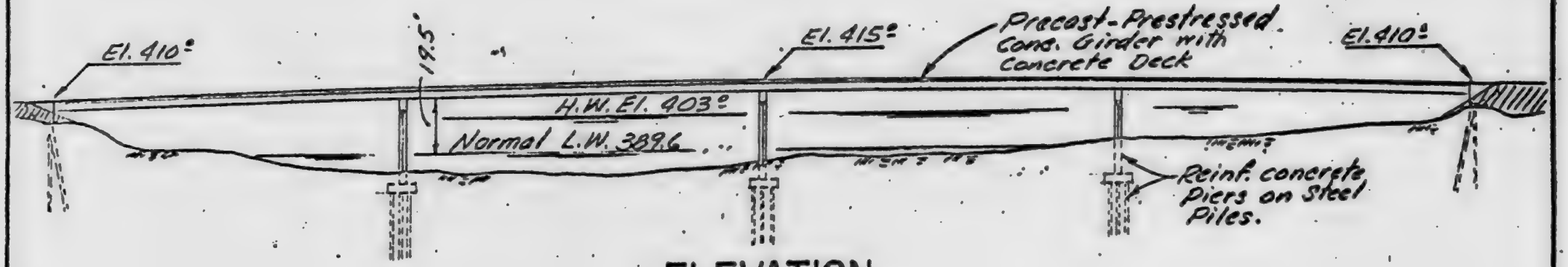
50 0 50 100
Scale in feet

Adjacent Property Owners
(1) (2) (3) (4) All City of Eugene, Oregon

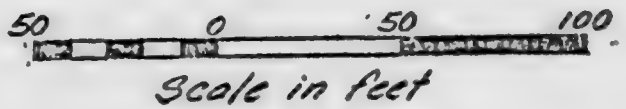
PROPOSED BIKE/PED. BRIDGE
AT EUGENE, OREGON
OVER
WILLAMETTE RIVER
APPLICATION BY
CITY OF EUGENE, OREGON
FEB 1977



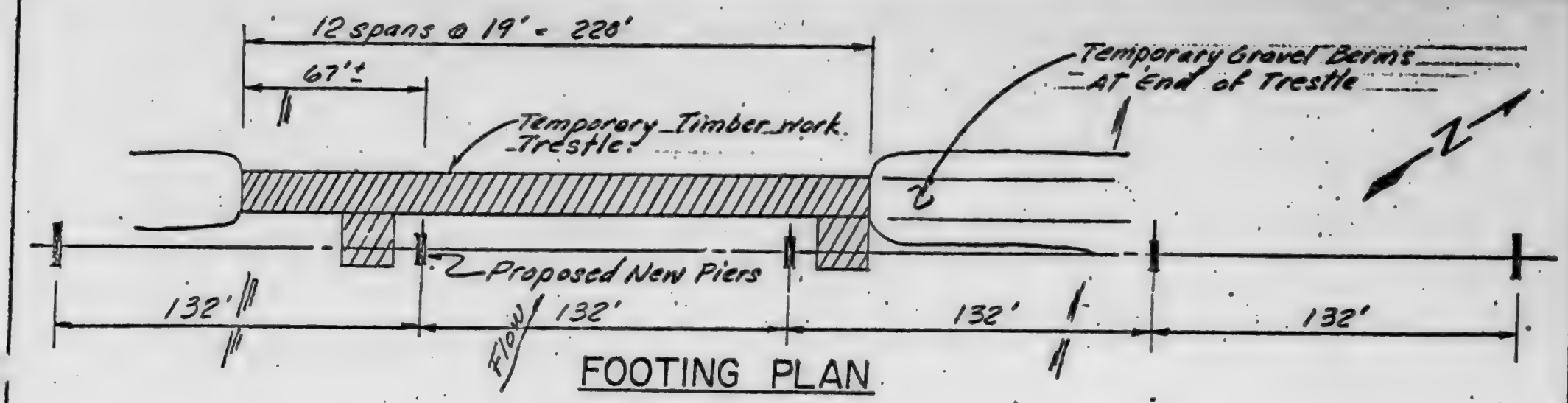
PLAN



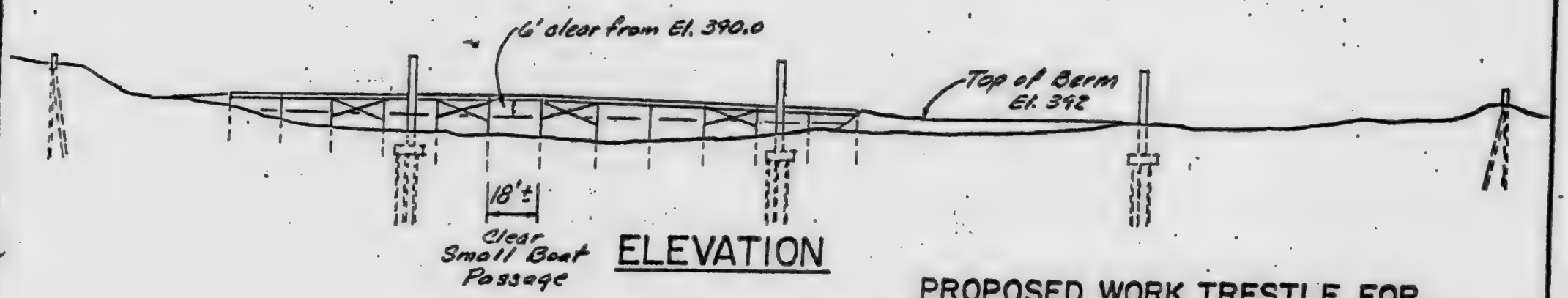
ELEVATION



PROPOSED BIKE/PED. BRIDGE
AT EUGENE, OREGON
OVER
WILLAMETTE RIVER
APPLICATION BY
CITY OF EUGENE, OREGON
FEB 1977



FOOTING PLAN



ELEVATION

50 0 50 100

Scale in feet

PROPOSED WORK TRESTLE FOR
PROPOSED BIKE/PED. BRIDGE
AT EUGENE, OREGON
OVER
WILLAMETTE RIVER

APPLICATION BY
CITY OF EUGENE, OREGON
FEB 1977

8549

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 3, 1977

RECEIVED
STATE HWY ENGR
JAN 4 '77
REFER TO
FOR
Init. | Invest. | R/D | D/R | Sign | Act | File

Mr. Dave Reinhardt, Planning Engineer
City of Eugene
858 Pearl Street
Eugene OR 97401

Dear Mr. Reinhardt:

This office has been asked to consider alternates to the original Valley River Bicycle-Pedestrian Bridge proposal.

Volume 6, Chapter 9, Section 14 of the Federal Aid Highway Program Manual outlines various details of the Bikeway Demonstration Program. Paragraph 7b of this publication charges the State Highway agency with "ensuring that projects are completed in substantial conformance with the details outlined in the applicant's proposal".

While we believe that the change from a suspension bridge to a girder bridge is more than justified because of economics, we do not consider the proposal to move the project location to the I-105 bridge and to support the bikeway from that structure to be in ". . . substantial conformance with the details. . . " and therefore could not approve such a change.

As soon as two copies of the consultant agreement are received in Mr. Rulien's office, a request for authorization to proceed will be initiated by that office. As you are aware, the project must have progressed sufficiently to have all funds obligated by July 1, 1977 or be subject to withdrawal.

Very truly yours,

Frank E. Terpin
Location Engineer

By

Donald E. Shaffer
Bicycle Route Engineer

bc E. S. Hunter
L. W. Rulien
Glen L. Clark
Dick Arnold (FHWA)

8549

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

NOV 15 1976

IN REPLY REFER TO:

HNG-22

NOTED
E. S. HUNTER

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in reply to your October 14 letter to Federal Highway Administrator Norbert T. Tiemann concerning the Valley River Bike Bridge of Lane County, Oregon, and the Klamath "A" Canal Bikeway of Klamath Falls, Oregon, demonstration proposals. Your letter was referred to this office for reply.

Both the Valley River Bridge and the Klamath "A" Canal projects were among the proposals reviewed by the Washington Headquarters. The Valley River Bridge project was selected for funding.

All of the proposals reviewed were of a high quality and worthy of being funded. The total estimated cost for the 100 proposals reviewed in Washington was $33 million. With $6 million available for the Federal share of this program, only a few of the most worthy proposals could be selected. We regret that this limitation precluded us from funding the Klamath "A" Canal project.

If we can be of further assistance, please let us know.

Sincerely yours,

JOSEPH W. BURDELL, JR.

for W. J. Wilkes
Director, Office of Engineering

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HENRY M. JACKSON, WASH., CHAIRMAN
FRANK CHURCH, IDAHO
LEE METCALF, MONT.
J. BENNETT JOHNSTON, LA.
JAMES ABOUREZK, S. DAK.
FLOYD K. HASKELL, COLO.
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RICHARD STONE, FLA.
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PAUL J. FANNIN, ARIZ.
CLIFFORD P. HANSEN, WYO.
MARK O. HATFIELD, OREG.
JAMES A. MC CLURE, IDAHO
DEWEY F. BARTLETT, OKLA.
GRENVILLE GARSIDE, SPECIAL COUNSEL AND STAFF DIRECTOR
WILLIAM J. VAN NESS, CHIEF COUNSEL

United States Senate

COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS
WASHINGTON, D.C. 20510

October 14, 1976

Mr. Norbert Tiemann
Administrator
Federal Highway Administration
Department of Transportation
Washington, D.C.

Dear Mr. Tiemann:

Included in the bikeway demonstration projects currently being studied by your office are two proposals which are of particular interest to me, the Valley River Bike Bridge and the Klamath "A" Canal Bikeway. By bringing together local government jursidictions and citizens, both proposals present clear evidence of Oregon's commitment to increased use of alternative forms of transportation.

In Lane County, the Valley River Bike Bridge would be the final link for many miles of local bike paths. Having used local funds to construct the existing paths, the area has proved its dedication to increased bicycle facilities. As the crucial link in the system, the Valley River Bike Bridge now stands as the last leg in the achievement of what local peope have set as a commendable goal - five percent of all local travel on the seat of a bike.

For Klamath Falls, the proposal for the "A" Canal would convert an irrigation canal from a pedestrian and traffic barrier into a transportation asset. Through cooperation among the Bureau of Reclamation, the Klamath Irrigation District, the state, the county and the city, people in the Klamath Falls area have produced a plan which would link local shopping and recreation areas through a bike and foot path. A connecting link between existing bike paths, the "A" Canal project would funnel bike traffic off unsafe streets designed for autos and trucks.

As you review the many proposals submitted under the Bikeways Demonstration Program, I hope you will give these two applications careful study and all possible consideration for funding. Each would demonstrate how bicycles can be used as an integral part of a community's traffic pattern.

Your attention to this request is greatly appreciated.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:tds

57681

8549

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 4, 1976

In reply refer to: 1041PR 1/510.8

SUBJECT: Oregon Bikeway Demonstration Project

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER
cc Stephen
Expedite.
11-5-76

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TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We are pleased to inform you that the Valley River Bicycle-Pedestrian Bridge Project submitted with your memorandum of August 10, 1976, has been selected by the Federal Highway Administrator for funding under the Bikeway Demonstration Program in the amount of $288,000. Please pass our congratulations on to the City of Eugene. The Washington headquarters is notifying the unsuccessful applicants.

No further program action is required. The allocation of funds will be made to our Regional Office in the near future. A request for authorization to proceed should be made in accordance with procedures applicable to Federal-aid projects except as modified by FHPM 6-9-14. All available demonstration funds have been allocated. There will be no additional matching funds for contract overruns. To the extent that some demonstration project costs in Region 10 are less than the estimate, the surplus funds may be used within the region to defray the appropriate Federal share of contract overruns on other Bikeway Demonstration Projects. Other projects approved in Region 10 were Clark County Urban Bikeway, Clark County, Washington, $40,320 and Puget Power Interurban Trail, King County, Wash., $320,000.

To realize the greatest benefits of a demonstration program of this nature, it is important that the selected projects be completed in a timely manner. Funds allotted to projects which are not obligated on or before July 1, 1977, will be subject to withdrawal and may be allotted to another applicant by the Washington Headquarters. Please be assured that this office will be available to give as much assistance as possible during the development of the monitoring and evaluation phases of the project to ensure that the best possible data will be obtained from the project consistent with the plan and budget outlined in the proposal.

Attached for your information is a copy of an October 22 FHWA news release containing the nationwide results of this demonstration program.

for G. L. Green

Attachment
cc: Laux, Rulien (ODOT)
D. Shaffer (OSHD)

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
October 22, 1976

41 BIKEWAY PROJECTS APPROVED BY FHWA

FHWA 61-76
(202) 426-0677

Bikeway demonstration projects involving $6 million in Federal funds and capable of demonstrating a variety of bikeway characteristics on a nationwide basis have been approved for 41 communities in 31 States, the U.S. Department of Transportation's Federal Highway Administration (FHWA) announced today.

Established under provisions of the Federal-Aid Highway Amendments of 1974, the special bikeway demonstration program provided $6 million in funds to construct bikeways for commuting and recreational purposes in urban areas. Individual projects are to be funded on an 80 percent Federal and 20 percent State or local government matching basis.

A total of 495 individual projects from 50 States, the District of Columbia and Puerto Rico involving nearly 4,000 miles of bike paths and associated facilities at an estimated Federal-State-local cost in excess of $141 million were nominated for the program.

Under program regulations, proposals from local governmental units were submitted through their State highway agencies to FHWA regional offices located throughout the United States. The 10 best proposals from each standard Federal region, a total of 100 projects in all, were then forwarded to the FHWA Washington, D.C. Headquarters for consideration under the final selection process.

Following is a listing by States of the selected projects and the level of Federal funding provided:

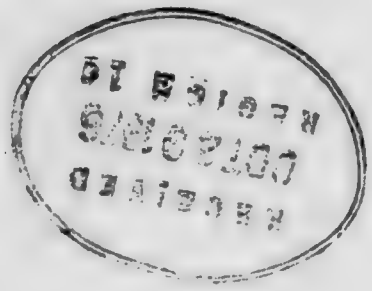
- more -

California	
Concord-BART Bikeway Trail (Contra Costa County)	$362,000
Bay Bridge Bike Commuter Shuttle (San Francisco)	$112,000
Santa Cruz Transit-Bike Facilities	$ 20,320
Colorado	
Central City Bike Loop (Colorado Springs)	$ 81,280
Columbine Trail Bikeway (Golden)	$260,000
City of Lakewood Bikepath	$ 40,000
Florida	
Brevard County Bikepath (near Cocoa Beach)	$ 38,702
North Main Street Bikeway (Gainesville)	$115,180
Indiana	
Erie and Wabash Canal Bikepath (Indianapolis)	$229,320
Iowa	
Finkbine Commuter Bikeway (Iowa City)	$ 53,200
Kansas	
Manhattan Bikeway	$ 32,000
Wichita Bikeway	$ 73,640
Kentucky	
City of Louisville Bikeway	$273,173
Louisiana	
Jefferson Parish Bikeway (near New Orleans)	$244,533
Maine	
Orono-Old Town Bike Path (near Bangor)	$118,600
Maryland	
National Institutes of Health Medical Complex Bikeway (Montgomery County)	$244,000
Massachusetts	
Chicopee-West Springfield Bridge Bikeway	$280,000
Michigan	
Civic Center Drive Bikeway (Southfield)	$ 80,000
Mississippi	
City of Jackson Bikeway	$ 72,944
Missouri	
Kansas City Bikeway	$126,886
City of Springfield Bikeway	$ 68,886
Montana	
Missoula Bikeway	$117,000

Nebraska	
Antelope Creek Bikeway (Lincoln)	$200,000
New Hampshire	
Town of Salem Bikeway	$ 94,300
New Jersey	
Patterson Bikeway System	$146,784
New York	
North Bronx Bicycle System	$352,000
North Carolina	
Avent Ferry Road Bikeway (Raleigh)	$145,380
North Dakota - Minnesota	
Fargo-Moorhead Bicycle Systems	$102,000
Ohio	
Avon Lake Residential Bike/Walkway	$ 32,000
Miami Conservancy District (Dayton) Bikeway	$320,000
Oregon	
Valley River Bicycle-Pedestrian Bridge (Eugene)	$288,000
Pennsylvania	
Philadelphia Commuter Rail-Rapid Transit Interface Project	$145,820
Philadelphia Valley Forge Trail	$ 73,340
Tennessee	
City of Knoxville Bike Trail	$ 71,600
Texas	
City of Austin Bikeway	$168,000
City of Fort Worth Bikeways	$217,000
Virginia	
Williamsburg Environs Bikeway	$132,590
Washington	
Clark County Urban Bikeway	$ 40,320
Pugent Power Interurban Trail (King County)	$320,000
West Virginia	
City of New Martinsville	$ 80,000
Wisconsin	
Hales Corners Model Bikeways (Milwaukee County)	$ 27,200

A number of the projects interface with public transportation and should provide a viable alternative mode of transportation. Some of the concepts to be demonstrated include: a variety of secure bicycle storage facilities at transit transfer locations; provisions for carrying bicycles on regularly scheduled buses; the use of vans and trailers for transporting bicycle commuters across barriers such as long bridges during peak commuting periods; the accommodation of bikeways using a variety of rights-of-way such as existing streets, sidewalks, drainage ways, abandoned railroads, and public utilities; and a variety of intersection designs, pavement surfaces, and geometric configurations.

* *



DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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ADMINISTRATION
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U.S.MAIL

8549

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 28, 1976

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Federal Bikeway Demonstration Program

TO: F I L E

Word has been received that the Eugene proposal entitled "Valley River Bicycle-Pedestrian Bridge" has been selected for funding under the above program.

The responsibilities of the Oregon Department of Transportation for this project are:

NOTED
E. S. HUNTER

1. To program for funds with the FHWA.

2. To prepare plans, if required, or to review plans if they are prepared by the City or by a consulting firm.

3. To certify that the project is completed in substantial conformance with the details of the City's proposal.

4. To review the project evaluation and the preparation of the final evaluation report.

By a copy of this memo I am asking those who anticipate involvement in this project to be prepared to proceed when official notification is received from the FHWA.

RECEIVED
STATE HWY ENGR
OCT 29 '76
REFER TO
FOR
Info | Approve | R/D | D/R | Sign | Act | File

DES:mc

cc E. S. Hunter
L. W. Rulien
W. J. Hart
C. T. Keasey
Gary A. Potter
J. H. Versteeg
Alfred Shirley, Jr.

8549

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OCT 19 1976

IN REPLY REFER TO:

HNG-22

RECEIVED
STATE HWY ENGR
OCT 25 '76
REFER TO
FOR
Info | Invest. | R/D | D/R | Sig. | Act | File

Ms. Ruth Bascom
Citizen Chairperson
Eugene Bicycle Advisory Committee
Department of Public Works
858 Pearl Street
Eugene, Oregon 97401

NOTED
E. S. HUNTER

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Pengin
Hunt

Dear Ms. Bascom:

This is in response to your September 23 and 25 letters to the Federal Highway Administration and your September 30 letter to Federal Highway Administrator Norbert T. Tiemann regarding the Bikeway Demonstration proposal for the Valley River Bicycle/Pedestrian Bridge in Eugene, Oregon.

Mr. William C. Jones, staff member, Highway Design Division, discussed this matter with you by telephone on October 1.

You may be assured that the Valley River Bridge will be evaluated on its own merit, utilizing the criteria established in the implementing regulations.

Thank you for taking the time to express your interest in this program. If we can be of further assistance, please let us know.

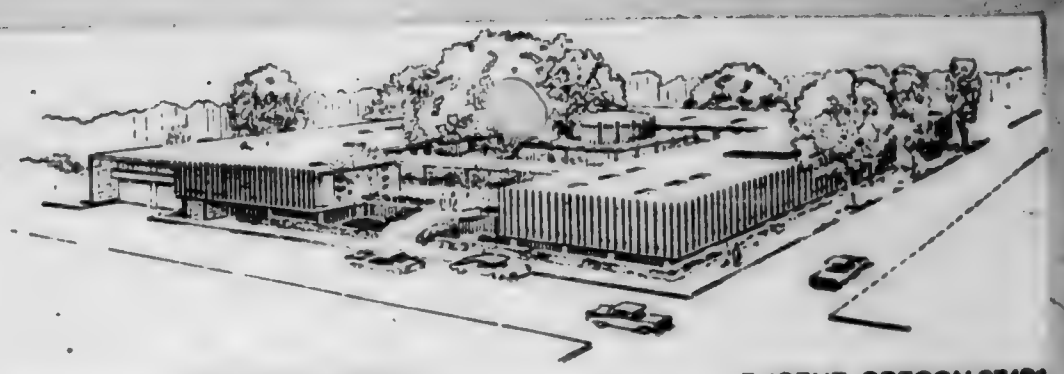
Sincerely yours,

/s/ W. J. Wilkes

W. J. Wilkes
Director, Office of Engineering

CITY OF EUGENE

DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401



September 30, 1976

Norbert Tiemann, Administrator
Federal Highway Administration
400 7th Street S.W.
Washington, D.C. 20590

Attn: Bikeway Demonstration Funds

Dear Mr. Tiemann:

The proposed Valley River Bicycle/Pedestrian bridge is the needed "Golden Spike" in Eugene, Oregon's developing bikeway system.

I am sure there are many worthy bikeway demonstration projects. Indeed, we could spend the entire $6,000,000 wisely right here in Oregon.

Eugene's proposed bridge is unique. I used the term "Golden Spike" to try to describe it.

In 1869 the golden spike linked two railway systems. The same money could have built separate lines elsewhere, but the linkage paid off. So with bikeway development.

Of course the value is not in tying a continent together, but in providing short trip movements within our metropolitan areas. However, completing a systems linkage should pay off.

Eugene's bridge offers an opportunity to demonstrate this. Bicycle use flourishes here. Five years of careful planning and steady development have resulted in a 150 mile bikeway system already one-third built. But the most important and most costly link is missing.

Can you help us drive the Golden Spike?

Sincerely

Ruth Bascom

Ruth Bascom
Citizen Chairperson
Eugene Bicycle Advisory Committee

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

ADVISORY COMMITTEE ON BICYCLES

DON STATHOS
Chairman
1005 East Main Street
Medford, Oregon 97501

ERNEST DRAPELA
Vice Chairman
105 City Hall
Eugene, Oregon 97401

RUTH BASCOM
2114 University
Eugene, Oregon 97403

WINSLOW "WINK" BROOKS
4719 SW 47th Avenue
Portland, Oregon 97221

GLENN H. GREGG
Lewis & Clark College
0615 SW Palatine Hill Road
Portland, Oregon 97219

LARRY HOOK
7850 SE Stark Street
Portland, Oregon 97215

MARILYN ROSS
Route 3, Box 260
Hermiston, Oregon 97838

RICK SEREX
5386 Aster Street NW
Salem, Oregon 97304

September 25, 1976
2114 University
Eugene, Ore. 97403

Federal Highway Administration
400 7th St. S.W.
Washington D.C.

Dear Sir:

Instead of sending those names (or name) by mail, could you phone me (since time is critical)----

Ruth Bascom
1-503-343-4167
or
1-503-343-7505

The name requested is that of the person (or persons) in your agency responsible for allocating FHWA Bikeway Demonstration monies.

Oregon's first rated project, Eugene's Valley River Bridge, got demoted at the FHWA regional office. We're crushed. Hopefully, the project can be restored at the FHWA Washington level.

Sincerely,

Ruth Bascom

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

ADVISORY COMMITTEE ON BICYCLES

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Portland, Oregon 97215

MARILYN ROSS
Route 3, Box 260
Hermiston, Oregon 97838

RICK SEREX
5386 Aster Street NW
Salem, Oregon 97304

September 23, 1976
2114 University
Eugene, Oregon, 97403

Federal Highway Administration
400 7th St. S.W.
Washington, D.C. 20590

Dear Sir:

Help!

Is there some thinking person in that vast, faceless bureaucracy who will listen to this plea?

The Regional FHWA office ignored the recommendation of the Oregon State Highway Division regarding National Bikeway Demonstration Projects in this state.

Did they count as irrelevant the hours spent by the staff and citizens of Oregon developing the recommended list?

I would like, at least, to have my case heard for restoring Eugene's Valley River Bridge to the top of the list.

Who is prioritizing bikeways for the $6 million federal demonstration grant? Please send me the name of that person or persons.

Sincerely,

Ruth Bascom

Ruth Bascom
Oregon Bicycle Advisory Committee

8549

8

U.S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON D.C. 20590

OCT 18

IN REPLY REFER TO:
HNG-20

RECEIVED
STATE HWY ENGR
OCT 25 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cy Rulien
Perpin
Hunt

Ms. Nancy M. Hayward
Board of County Commissioners
Lane County Courthouse
Eugene, Oregon 97401

Dear Ms. Hayward:

This is in response to your September 30 letter to Federal Highway Administrator Norbert T. Tiemann concerning the Bikeway Demonstration proposal submitted for the Valley River Bike Bridge in Eugene, Oregon.

Under the guidelines developed for implementation of the Bikeway Demonstration Program all proposals were submitted to our regional offices. Each region selected the 10 best proposals and submitted them to the Washington Headquarters of the Federal Highway Administration for further evaluation.

The Valley River Bike Bridge is among the 100 proposals presently being evaluated in Washington. A goal of this program is to select a range of projects with potential for demonstrating a variety of bikeway characteristics applicable on a nationwide basis.

You may be assured that the Valley River Bike Bridge proposal will receive the appropriate consideration and will be evaluated on its own merit.

If we can be of further assistance, please let us know.

Sincerely yours,

W. J. Wilkes
Director, Office of Engineering

Lane County
BOARD OF COMMISSIONERS

September 30, 1976

Mr. Norbert Tieman
Federal Highway Administration
400 7th Ave., S.W.
Washington, D. C. 20590

Attention: Bikeway Demonstration Fund

Dear Sir:

This letter is regarding the bikeway demonstration funds soon to be assigned by the Federal Highway Administration.

Although the Lane County area had several potential projects to submit for funding, we felt that one--the Valley River Bike Bridge-- was by far the most important. This project was therefore our only submission to the Highway Administration. The State Highway Division selected the Valley River Project as the number one priority in the State of Oregon.

The regional office of the Federal Highway Administration, however, chose to fund a project submitted by the City of Klamath Falls. I am hoping you will do what you can to get the Federal office to reevaluate its decision.

The Valley River Bike Bridge project is one that our local governments have been working toward for five years. We have used local funds to build many miles of bikepaths, but without the crucial bridge link our system is incomplete. The likelihood of our ever being able to generate local funds for the bridge construction is very slight.

Our LCOG Transportation alternatives report calls for achievement of 5% bicycle travel in this area. While we have planned and worked toward this end, Klamath Falls has demonstrated no similar commitment.

With these factors in mind, I would again urge that you ask the Federal Highway Administration to reconsider its selection.

Sincerely,

Nancy M. Hayward

Nancy M. Hayward

NMH:eo

8549

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OCT 13 1976

IN REPLY REFER TO:
HNG-22

Honorable Lester E. Anderson
Mayor of Eugene
Eugene, Oregon 97401

NOTED
E. S. HUNTER

Dear Mayor Anderson:

This is in response to your September 24 letter to Federal Highway Administrator Norbert T. Tiemann concerning the proposal of Eugene, Oregon, for funding under the Bikeway Demonstration Program. Your letter was referred to this office for reply.

Your proposal was listed as number five in the 10 proposals recommended by the Regional Office. It is our understanding that the Eugene project was considered number one in the State's priority.

We are in the process of reviewing the 100 proposals submitted by the regional offices. It is our intention to evaluate each proposal on its own merit utilizing the criteria established in the implementing regulations.

Since the Washington Headquarters selection committee is evaluating the proposals on a national basis, they are not bound by the regional rankings. One of the goals of the program is to select projects with nationwide application of differing sizes, types, and geographic locations.

You may be assured that your proposal will receive full consideration during the project selection process.

If we can be of further assistance, please let us know.

Sincerely yours,

RECEIVED
STATE HWY ENGR
OCT 19 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

/s/ W. J. Wilkes

W. J. Wilkes
Director, Office of Engineering

cy Tenpin
Pudrew
10-19-76

C I T Y O F E U G E N E

LESTER E. ANDERSON
MAYOR

September 24, 1976

Norbert T. Tiemann
Federal Highway Administrator
400 Seventh Street, S. W.
Washington, D.C. 20590

Re: Bikeway Demonstration Projects

It was with a great deal of dismay that we learned of the final ranking of proposed projects for this northwest region in the Bikeway Demonstration Program. The purpose of this letter is to express to you our concern in Eugene that the Oregon projects on the list recently forwarded to Washington from this region did not reflect the priority listing established by the State of Oregon.

Specifically, the Eugene project which was listed as number five for this region was chosen as Oregon's number one project. The number one project proposed by your regional staff was actually ranked as number five in Oregon's priority.

The Eugene-Springfield area, the second largest metropolitan area in Oregon, has made great progress in providing for the bicycle as a mode of transportation. We enjoy a high ridership here primarily as a result of this. It appears to me that not enough credit is being given this experience in the review and ranking process. It seems reasonable to assume that Congress, in authorizing the expenditures, would expect that the user benefits rating be as high as possible. This is why we, and the State staff, felt that the Eugene project rated the top priority in Oregon. It has great potential for conversion of trips from automotive vehicle to bicycle, as you would undoubtedly agree, should you have a chance to review our application.

Since we do not know, of course, where the project from Eugene will be ranked nationally by the review committee, it is my hope that you consider carefully my comments when the committee does transmit its recommendations to you for your review and subsequent action.

Sincerely,

L. E. Anderson
Mayor

57494

8549

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

SEP 30 1976

Honorable Bob Packwood
United States Senate
Washington, D.C. 20510

Dear Senator Packwood:

This is in further response to your August 16 letter concerning the proposal for a bikeway system to be funded under the Bikeway Demonstration Program in the city of Eugene, Oregon. Your letter was acknowledged on August 23 by Executive Secretary A. B. Virkler Legate.

Under the guidelines established to implement this program, the Federal Highway Administration regional offices will each submit the 10 best proposals received from the States in their respective regions to the Washington Headquarters for consideration. It is anticipated that, because of the limited Federal funding that is available ($6 million), only a few of the most deserving projects will be approved for funding. You can be assured that the Eugene proposal will be given full consideration throughout this selection process.

A notice will be issued in October announcing those projects selected, and I will be sure that you receive a copy.

Please advise if I can be of further assistance.

Sincerely,

SIGNED BY
WILLIAM T. COLEMAN, JR.

William T. Coleman, Jr.

cy Rubien
Dempsey
Secretary
Hunt
Shirley
10-11-76

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

August 23, 1976

Honorable Bob Packwood
United States Senate
Washington, D. C. 20510

Dear Senator Packwood:

Secretary Coleman has asked that I acknowledge receipt of your letter of August 16 concerning the application for funds from the National Bikeway Demonstration Programs submitted by the city of Eugene, Oregon.

This matter is receiving the immediate attention of the appropriate Departmental officials and you will receive a response as quickly as possible.

Sincerely,

A. B. Virkler Legate
Executive Secretary

S-10:sh

U.S DEPT OF TRANSPORTATION
'76 AUG 24 AM 9:24
OFFICE OF SECRETARY
OF TRANSPORTATION
EXECUTIVE SECRETARIAT

WILLIAM PROXMIRE, WIS., CHAIRMAN
JOHN SPARKMAN, ALA.
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ANTHONY T. CLIFF, MINORITY STAFF DIRECTOR
MARY FRANCES DE LA PAVA, CHIEF CLERK

U.S DEPT OF TRANSPORTATION
'76 AUG 24 AM 9:24

United States Senate

COMMITTEE ON BANKING, HOUSING AND URBAN AFFAIRS
WASHINGTON, D.C. 20510

August 16, 1976

OFFICE OF SECRETARY
OF TRANSPORTATION
EXECUTIVE SECRETARIATE

ACTION
is assigned to
FHWA
CONTROL NO.
491806
SIRS S-10

The Honorable William T. Coleman, Jr.
Secretary
Department of Transportation
400 Seventh Street S. W.
Washington, D. C. 20590

Dear Secretary Coleman:

The use of bicycles as an alternative method of transportation for the automobile has been a concern of mine for some time. Last year I was active in adding $6 million to the Department of Transportation's budget for a National Bikeway Demonstration Program. The Federal Highway Administration is currently considering applications for this program.

One of the most active cities in development of its bikeway network is Eugene, Oregon. Although the City's program was first instituted in November of 1974, over 50 percent of its network is complete.

Eugene is applying for $280,000 of Bikeway Demonstration funds to be matched with $80,000 of local funds for construction of a bridge across the Willamette River. Construction of this facility will not only complete a vital link in Eugene's total bikeway system network, but more importantly, to the "demonstration idea" will show how effective bicycles can be as an alternative to the automobile. The Valley River Bridge will connect the City's downtown area, a large shopping center, and will provide more direct access to nearby residential areas that have been previously unreachable on a bicycle due to the long distances required in finding a bridge that crosses the River.

Approximately 50 percent of the total bicycle use in Eugene is commuter in nature. The shopping center has proved a popular destination for bicyclers, and many

shoppers have turned to bicycle use due to the high level of the bicycle network.

The bicycle has been a common scene on Eugene City streets, however, even I was surprised last month at the amount of local interest generated when I viewed the site of the proposed bridge. This is an extremely worthwhile project and I believe truly fills the context of the bikeway demonstration program idea. I urge you to give this project top priority for funding as I have.

Thank you for your consideration.

Cordially,

Bob Packwood

Bob Packwood

BP/rmp

cc: Federal Highway Administration

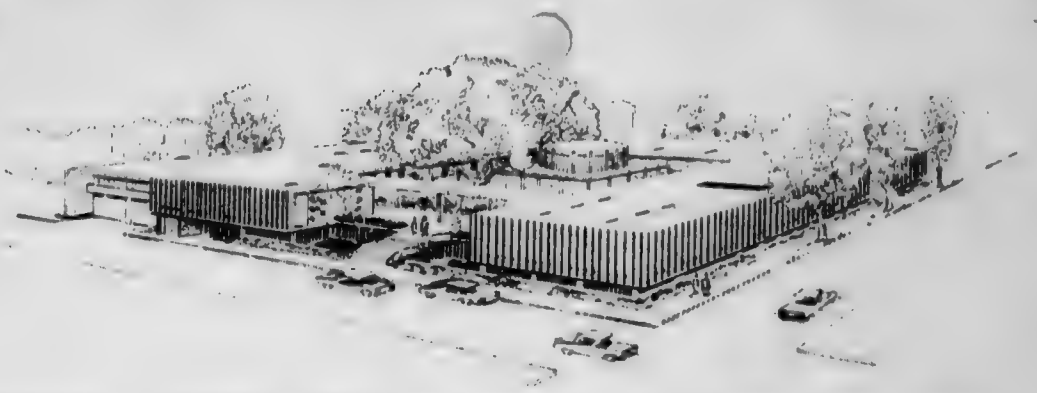
City of Eugene

Federal Highway Administration
Regional Office - Portland, OR

8549

8

CITY OF EUGENE



DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON 97401

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STATE HWY ENGR
DEC 12'75
REFER TO
FOR
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12-15-75

December 11, 1975

Mr. Fred Klaboe
Administrator
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

SUBJECT: VALLEY RIVER BRIDGE BIKEWAY DEMONSTRATION PROJECT APPLICATION.

Enclosed please find 12 copies of the City of Eugene's application for funding of the Valley River Bridge project through the FHWA Bikeway Demonstration Program. This document will represent the sole application for funding through this program from the Eugene-Springfield metropolitan area. Attached are letters from the Metropolitan Bicycle Committee and the L-COG Transportation Planning Committee which indicate their support of this project and emphasize its top priority for the entire metropolitan area.

We appreciate this effort on the part of the State Highway Division to prepare an early priority list for submittal to the Federal Highway Administration. We are hopeful that Oregon's preparedness will place the State's projects in the front running for funding allocation.

Don Allen by Ken Silman

Donald P. Allen, Director
Department of Public Works

DPA:sc

enc.

8549

LANE COUNCIL OF GOVERNMENTS

SERVING CITIZENS OF LANE COUNTY FOR MORE THAN A QUARTER OF A CENTURY

135 SIXTH AVENUE EAST
EUGENE, OREGON 97401
(503) 687-4283

December 5, 1975

Mr. Fred Klaboe
Administrator
Oregon Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The Metropolitan Bicycle Committee concurs with selection of the Valley River Bicycle Bridge in the Transportation Improvement Program as the metropolitan area's proposal for the Federal Bikeway Demonstration Program.

The need for such a connecting link in the bikeway network was cited in both the adopted METROPOLITAN BIKEWAY MASTER PLAN and the adopted EUGENE BIKEWAYS PLAN.

The committee hereby reaffirms the determination it made earlier that the Valley River Bicycle Bridge is the area's first priority for the Bikeway Demonstration Program, and it supports the City of Eugene application for that program.

Sincerely,

Thom Chambliss by OPS

Thom Chambliss, Chairman
Metropolitan Bicycle Committee

768:jam
CDS:t

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FOR
Info | Invest | R/D | D/R | Sign | Act | File

RONEL M. PALDOCK
CHAIRMAN

SAMUEL L. REAR
VICE CHAIRMAN

L. DOUGLAS MALLEY

8549

8

LANE COUNCIL OF GOVERNMENTS

SERVING CITIZENS OF LANE COUNTY FOR MORE THAN A QUARTER OF A CENTURY

135 SIXTH AVENUE EAST
EUGENE, OREGON 97401
(503) 687-4283

December 4, 1975

Mr. Fred Klaboe
Administrator
Oregon Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

On November 24, 1975, the Lane Council of Governments Transportation Planning Committee endorsed the short-range Transportation Improvement Program (TIP). The Valley River Bicycle Bridge was listed in the Annual Element as this area's candidate for the FHWA Bikeway Demonstration Program money. The City of Eugene will be the applicant agency.

By approving the TIP, the TPC reaffirmed the Valley River Bridge as the Eugene-Springfield area's proposal for the Bikeway Demonstration Program. In making its decision, TPC recognized that this project has greater demonstration potential than any other bikeway in the area and hoped that by speaking with a unified voice on the priorities of the area, the chances of the bridge being selected as a demonstration project by the Highway Division and Federal Highway Administration would be enhanced.

Sincerely,

John Porter

John Porter, Chairman
Transportation Planning Committee

766:jam
CDS:t

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DEC 12 '75
REFER TO
FOR
Info | Invest | R.D | D.R | Sign | Ack | File

BONEL M. PADDOCK
CHAIRMAN

SAMUEL T. FREAR
VICE CHAIRMAN

L. DOUGLAS HALLEY

8549

March 21, 1975

1041PE/740.6

L. Douglas Halley
Executive Director
Lane Council of Governments
135 Sixth Avenue East
Eugene, OR 97401

Dear Doug:

Your letter of March 18 indicated a desire to formally apply for a Bike-way demonstration project when the former guidelines become available.

We would appreciate an advance notice in regard to your intention. We also note that informal copies of this material have been furnished to the Oregon Department of Transportation and the Oregon State Highway Division. Inasmuch as this project is a Federal-aid highway activity your initial contact should be with the Oregon Department of Transportation or the Oregon State Highway Division. The former project application should be processed through these channels.

Sincerely yours,
(Original signed by
R. M. Arenz
Plan. & Research Engr.)

R. M. Arenz
Planning Engineer
Oregon Division

cc Wolfe
Rutien
3-25 75

R. M. Arenz: pfn
cc:
OSHD(W. B. Klabee)
ODOT(R. E. Royer)

NOTED
L. E. JOHNS

RECEIVED
STATE HWY ENGR
MAR 24 '75
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MAR 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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8

LANE COUNCIL OF GOVERNMENTS

SERVING CITIZENS OF LANE COUNTY FOR MORE THAN A QUARTER OF A CENTURY

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March 18, 1975

NOTED
A. E. JOHNS

MEMBER AGENCIES

City of Coburg
City of Cottage Grove
City of Creswell
Dunes City
City of Eugene
Eugene Water & Electric Board
City of Florence
Junction City
Lane Community College
Lane County
Lane Intermediate Education Dist.
City of Lowell
North Lane Soil & Water Cons. Dist.
City of Oakridge
Port of Siuslaw
Rainbow Water Dist.
River Road Park & Rec. Dist.
School District 52 (Bethel)
School District 4J (Eugene)
School District 32 (Mapleton)
School District 19 (Springfield)
Siuslaw Soil & Water Cons. Dist.
City of Springfield
Springfield Utility Board
Upper Willamette Soil
Water Cons. Dist.
City of Veneta
Willamalane Park & Rec. Dist.

CITIZENS' ADVISORY COMMITTEES

Aging
Arts
Comprehensive Health Planning
Coordinating Committee
Criminal Justice Planning
Economic Development
Educational Planning
Housing
Manpower
Metropolitan Study Commission
Natural Resources
Social Services
Transportation Planning

Richard Arenz
Division Engineer
Federal Highway Administration
477 Cottage Street
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Arenz:

We, in the Eugene-Springfield area, were pleased to learn recently of the FHWA Bikeway Demonstration Program allocating $10 million nationwide for urban bikeway construction. Although we realize that the guidelines for this program are not released yet, we feel that the proposed Valley River Bicycle Bridge is an excellent candidate for the demonstration funds. The attached project description is intended to put this area on record as requesting the use of Bikeway Demonstration Program money. If any other information would be helpful, please let us know.

COPY

Once the program guidelines are promulgated, we will submit an official request for funding. In the meantime, please keep us informed of any developments and send us the guidelines once you have received a copy.

Sincerely,

L. Douglas Halley
Executive Director

NOTED
E. S. HUNTER

cc Rubin Wolfe 3-24-75

167:ds
CDS:tpc
Enclosure

cc: Fred Klaboe
Bob Royer

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

135 SIXTH AVENUE EAST
EUGENE, OREGON 97401
(503) 342-1757

VALLEY RIVER BICYCLE-PEDESTRIAN BRIDGE PROPOSAL FOR FHWA BIKEWAY DEMONSTRATION PROGRAM

The concept of a bicycle-pedestrian bridge across the Willamette River near the Valley River Center complex has been advocated the last few years by bicycling enthusiasts. Because of the estimated project cost, however, little progress has been made toward implementation. The FHWA Bikeway Demonstration Program could provide the funds necessary to construct this important link in the Eugene-Springfield metropolitan area's bikeway network.

Background

Bicycling in Eugene, Oregon, has reached proportions that are surpassed by few other cities in the U.S. A January, 1973, survey by the Oregon Highway Division found that over 35 percent of the metropolitan area population (now approximately 160,000) were active bicycle riders.

Since the survey, indicators have shown that bicycling has increased over 1973 levels. In 1974, a permanent traffic counter on the Alton Baker Bikeway recorded a 125 percent increase in bicycle traffic over the previous year's count. There were 125,000 bicycles counted in 1973 (approximately .78 rides per capita), compared to 282,500 in 1974 (approximately 1.77 rides per capita). In fact, the Alton Baker Bikeway, which would provide a direct connection to the proposed project, is the most heavily used bikeway in Oregon, averaging over 1,400 riders per day during July and August, 1974. The bikeway network currently consists of over 28 miles of routes in the urban area, with many more committed or planned over the next 10 to 15 years.

The City of Eugene recently adopted a bikeway master plan, and the Metropolitan Bikeway Master Plan, prepared by Lane Council of Governments (L-COG), is in the review phase prior to adoption by Eugene, Springfield, Lane County, and L-COG later this year. Both plans cite the importance of the Valley River bicycle bridge and list it as a first priority project.

In addition, local staffs have included the project in the Transportation Improvements Program, being developed this year as a coordinated effort of the three local general purpose governments, Lane Transit District, and L-COG.

Physical Setting

(Bridges)

The Willamette River is a major barrier to automobile as well as bicycle travel, running southeast to northwest through the urban area. The attached map shows the location of the proposed bridge, the existing and planned bikeways in the vicinity of the project, and the existing river crossings. Although there are already six bridges along a seven mile stret of the river, the location and unsuitability of some for bicycles creates a deficiency zone in the four miles west of the Ferry Street Bridge. Th this section it is next to impossible for bicyclists to cross the rive

The Valley River Bridge ideally would serve bicyclists traveling from the Eugene CBD, West Eugene, Bethel-Danebo, River Road, and Santa Clara areas to the Willakenzie/Valley River Center area (see Map 2). Any cyclist now wishing to make this movement must cross at the Ferry Street Bridge and double back to the destination or ride freeway shoulders over the Belt Line Bridge.

The Ferry Street Bridge, although heavily used by bicyclists, has itself some undesirable features. Bicyclists currently must share the five-foot sidewalk with pedestrians and, for a portion of the bridge and its approaches, there is no guard fence for separation from motor vehicle traffic. This is a potentially dangerous situation since the bridge has an ADT of about 50,000. The Valley River Bridge would relieve some of the bike traffic on Ferry Street Bridge.

The two bridges in the deficiency zone downstream from the Ferry Street Bridge are both currently unsuitable and unsafe for bicycle traffic, although they are occasionally used by cyclists. The I-105 (Washington-Jefferson Street) Bridge is one mile west, close to Valley River Center and the proposed project. Although it legally can be used by bicyclists, few perceive it safe to do so, as the volume and speed of motorized traffic on the bridge make cycliing quite unpleasant. Once over the river, north-bound cyclists must weave across an entrance ramp and use Delta Highway, a limited access facility open to adult bicyclists on a permit basis only. East or west bound cyclists must climb over a median barrier and the right-of-way fence to reach the North Bank Bikeway.

The Belt Line Road Bridge, three miles downstream from I-105, is on a limited access county road--also subject to the same permit restrictions as Delta Highway. Heavy truck traffic from sand and gravel operations along the river shower debris on the bridge and road shoulders making cycling even more hazardous.

In summary, only one river crossing (Ferry Street Bridge) along the deficiency zone is adequate for bicycle traffic--as a result a community that is very enthusiastic about bicycling is divided by a major geographic barrier through a significant part of its developed area.

(Bikeways)

The area along the Willamette River from Springfield through Eugene is the most intensively bicycled in the region. Map 1 shows the major bikeways in the vicinity of the proposed project. Bikeways currently parallel both sides of the river for varying distances, and plans call for an extension of these along 14 miles of river bank in the metro area.

The Alton Baker-North Bank Bikeway runs along the north side from Springfield, through Alton Baker Park to Valley River Center (a major trip generator). The South Bank Bikeway parallels the south bank from the Ferry Street Bridge through Skinners Butte Park to the I-105 Bridge. The section from I-105

west to the River Road Bikeway is committed and will be constructed this summer. The Metropolitan Bikeway Master Plan calls for the extension of the path east along the south bank to Springfield and north along the west bank to Santa Clara.

The Valley River Bridge, when constructed, would tie the South Bank Bikeway to the west end of the Alton Baker-North Bank Bikeway. The configuration of these existing routes would indicate an immediate heavy use of the bridge, with the planned bikeways indicating even greater use in the future.

Project Justification

As identified above, a major deficiency in bicycle river crossings exists west of the Ferry Street Bridge. The deficiency received a great deal of attention at a 12-hour hearing conducted May 10, 1974, by the state and local bicycle committees. Written or oral testimony was received from over 250 persons, and the need for a new bridge was one of the most frequent comments heard. Bicyclists from Santa Clara, for example, wanted an alternative to the Belt Line Bridge. Bicyclists from River Road or West Eugene who wanted to shop at Valley River were prevented from doing so by the lack of a bridge.

Elected officials agree with the importance of this facility and have included it as a priority element of the planned metropolitan network. In fact, a project such as the Valley River Bridge, which would facilitate bicycle travel is entirely consistent with the Transportation goals and objectives of the officially adopted Metropolitan Area 1990 General Plan. The 1990 Plan recommends that "consideration be given to adequate provision for convenient, pleasant, and safe bicycle and pedestrian movement," and that "policies be directed toward limiting the passenger automobile use while simultaneously developing alternative modes of transportation."

The Valley River Bridge will form a key link in the bikeway network. Although it is difficult to predict and quantify future use, all indications are that it will be heavily used immediately, since the following trips would be served:

1. Shop Trips -- Valley River Center, with over 950,000 square feet of retail floor space, is a major trip attractor and second only to the Eugene CBD in size. However, there is no radial system of streets serving Valley River as there is the CBD, so, consequently, the bridge will have major significance in serving shop trip patterns. It will open much of the urban area to shopping opportunities now accessible only by car or bus.

2. Work Trips -- In addition to the large number of sales personnel at Valley River, the bridge will also serve employees of a soon-to-be-completed office park adjacent to the shopping area. Recent proposals have been made for locating housing units on the north side of Valley River Center to create opportunities for transportation conservation by allowing people to live closer to core area employment. The bicycle bridge, less than two miles from the downtown complements that concept.

3. Recreation Trips -- The proximity of two regional parks will draw large numbers of recreational riders to the bridge. Alton Baker Park, less than 1 1/2 miles to the east on the north bank, and Skinners Butte Park, less than one mile to the east on the south bank, are both already heavily used by bicyclists. The new bridge would receive much of that traffic immediately.

The long range implications for use of the Valley River Bridge are very positive. Every test made for the Metropolitan Transportation Plan shows that by 2000, travel demand across the river will greatly exceed current capacities. The bicycle bridge should become an even more important link in the overall transportation network as time goes on.

Alternatives

Three approaches were examined for providing improved bicycle access across the Willamette River: accommodation on a new highway bridge; attachments to the existing I-105 bridge; and construction of a separate bicycle-pedestrian bridge.

Within the deficiency zone along the river, two new highway bridges were proposed by the Eugene-Springfield Area Transportation Study 1985 Interim Plan, but, for a number of reasons, neither can be considered a good alternative for serving the bicycle movement in the area. First, because the new bridge is such a vital link in the entire bikeway network, there is a real urgency to complete it as soon as possible. It is a first priority project in both the Eugene Bikeways Plan and the Metropolitan Bikeway Master Plan. On the other hand, neither of the highway river crossings proposed in the Interim Plan--the Roosevelt Freeway or the Park Avenue Bridge--has been advanced for funding by local agencies, and it is unlikely that either will be completed by 1980, if at all. Even so, the added cost of including provision for bicycles on either structure might well be comparable to constructing a separate structure.

Second, neither highway bridge is proposed in a location that would best serve the majority of bicyclists. The ideal location is one which would funnel cyclists from River Road, Bethel-Danebo, West Eugene, and central Eugene to the Willakenzie area. Although the Park Avenue Bridge would serve the River Road movement quite well, it would be unsatisfactory for the west and central Eugene movements. The Roosevelt Freeway Bridge, to the east of I-105, would be too close to the Ferry Street Bridge to have much utility.

Another alternative is to develop a bike route on, or attached to, the I-105 Bridge. Modifications to the bridge deck, such as restriping the freeway and providing a sidewalk on one side, would make the structure fail to conform to the Federal Highway Standards. Attaching a structure to the deck at roadway level is probably not feasible, and even if it were, the access at each end of the bridge would still be a problem.

It appears that the only real alternative to a separate bicycle bridge would be to suspend a separate bikeway beneath I-105, supported with the bridge piers. Such a solution would be less than desirable structurally and again the cost would probably be comparable to a new bridge.

The recommended alternative is to construct a new, independent bicycle/pedestrian bridge at the point of greatest utility to the bikeway network. This location has been determined to be approximately from Polk Street on the south to Valley River Center on the north. In addition to most directly serving the bicycle desire lines, it has the added advantage of being separated from any motorized traffic--a desirable feature for the recreation as well as the transportation rider. If the proposed point of crossing is m moved either upstream or downstream, some of the desire lines become less well served, without appreciable improvement in service to the other movements.

Conclusion

Use of FHWA Bikeway Demonstration Program money for the Valley River Bikeway Bridge could be of value both locally and nationwide, and is desirable for a number of reasons:

1. The project is visble. In an area such as Eugene-Springfield, where criticism of highway programs by many citizens' groups has grown lately, the use of FHWA funds on the bridge would no doubt be good publicity.

2. The project would be well used immediately. It would serve a number of trip purposes in an area with proven bicycle interest. It will be accessible via the heaviest traveled bikeway in Oregon, connect two regional parks, and provide access to a regional shopping center and office complex.

3. Without FHWA assistance, the project will not be built. Because of the high cost of the bridge (estimated in 1974 to be about $220,000), it is not likely to be built in the near future without some outside (state or federal) aid. State aid to projects of this type is quite limited, leaving only federal assistance. Both Eugene and Lane County have shown an interest in the project and both appear ready to fund the local match.

4. The demonstration project could have nationwide value by showing the impact of closing a hole in an already established bikeway network. Counts can be taken at a number of strategic locations on the network near the bridge and compared with counts taken after construction. The completion of this link would open up an entire area to shopping, work and recreational opportunities now inaccessible by bicycle.

5. The project could be used nationwide to sell the benefit of the metropolitan bicycle plan concept. Many cities have developed individual plans, but in few multi-jurisdictional areas have metropolitan

plans been developed. The metropolitan plan concept has value for projects such as the Valley River Bridge because, by viewing the project in a broader perspective than can be done in a city plan, it can best illustrate that the benefits are areawide.

This should enable an urban area to set bikeway priorities for the entire region and speak with a unified voice when applying for limited funds, such as the Bikeway Demonstration Program, rather than competing for separate projects. This should greatly enhance the probability of getting such a grant.

In conclusion, this is a project that is well supported by area bicyclists and should meet the guidelines of the demonstration program. In anticipation of those guidelines, this project description is intended to put the Eugene-Springfield area on record as requesting the use of the FHWA Bikeway money for construction of the Valley River Bridge. Official application will be made immediately upon issuance of the Federal guidelines.

SANTA CLARA-RIVER ROAD MOVEMENT

SOUTHERN PACIFIC CO. R.R. DIVISION YARDS

PACIFIC HIGHWAY U.S. 99 N.

BETHEL-DANEBO MOVEMENT

WEST EUGENE MOVEMENT

CBD MOVEMENT

MAP 2

COUNTY FAIR GROUNDS

SKINNER'S BUTTE PARK

AMAZON SLOUGH

COUNTRY CLUB

VILLAGE

DELTA HWY

RIVER RD

GARFIELD

HARVEY

1ST AVE

2ND AVE

4TH AVE

5TH AVE

7TH AVE

6TH AVE

18TH AVE

SENECA RD

STEWART

BUFORD

PARK

SUNNYSIDE

HAWTHORNE

HARDY

KNOOP

BAUER

HANSEN

CROCKER

BRIARCLIFF

HOLEMAN

PERSHING

WOOD

EDISON

BELL

RICHARD

ROYAL

ALLANE

MADERA

CHESTNUT

WALNUT

MERIAU

MAYFAIR

ALBERTA

CHERRY

GLORY

WILLOW

ELKAY

BEEBE

HILLIARD

MACLAY

FAIRWAY

DALTON

SUNNY

GOLDEN

OAK

ROSEMORE

CORKWALL

KELLY

AUDEL

KANTUCKET

ROBIN

TAFT

WAITE

SOUZA

PATTISON

AVALON

CONCORD

JACOBS

ROBERTS

KINTYRE

RIKHOFF

COMPTON

NATOMA

N PARK

EMERALD PARK LAKE

MILO MC CLURE

ELLSWORTH

TANEY

CHASE

MARSHALL

HAWTHORNE

BERNTZEN

BAXTER

FAIRFIELD

ELMIRA

ALVA PK

SIERRA

WELLINGTON

DAVIS

HAROLD

GILBERT

HUGHES

LOUIS

ARCHIE

CROSS

MEADOW

MAPLE

FIGUEROA

MISTLETOE

ACORN PARK

PATCH

QUAKER

BRITTANY

WILSON CT

WILSON ST

MCKINLEY ST

CITY VIEW

CUNGER

WILSON

MC KINLEY

GAP

BUCK ST

OBIE ST

WALLIS

GRIMES

BAILEY HILL RD

OCEAN

BERTELSEN RD

ABERDEEN

MCKINLEY

CLEVELAND

IOWA

SENECA

CRANE

VAN BUREN

ADAMS

CLAY

JEFFERSON

MADISON

JACKSON

WASHINGTON

JEFFERSON

LINCOLN

CHARNELTON

OLIVE

WILLAMETTE

OAK

PEARL

HILYARD

ALDER

DEVELOPMENT

PARK

MONTEREY

LARKSPUR

FIR ACRES

RANCHWOOD DR.

BOND

PIPER

CAL YOUNG

RIO GLEN

BRECKLEY

ALPARETTA

GRENSHAW

PEEVER

DERRICK

CLINTON

ELWOOD

ABBIE

WOODPASTURE

LAGILLESPIE

HAMMOCK

HAPPY

LONG

DIANE

CARMEL

MYERS

ELSIE

LEMMING

MINDA

KING

SALLY

MARLOW

LAMAR

GALAWAY

ARONDO

ROLAND

KEITH

SANDY

LAWN

HIDE

BROOKHAVEN

PRESTWICH

GREENVIEW

BEDFORD

OAKWAY

OAKMONT

WOODACRES

FAIRWAY

WESTWOOD

EASTWOOD

SOUTHWOOD

CENTENNIAL LOOP

SAND POOL ST

CORUM

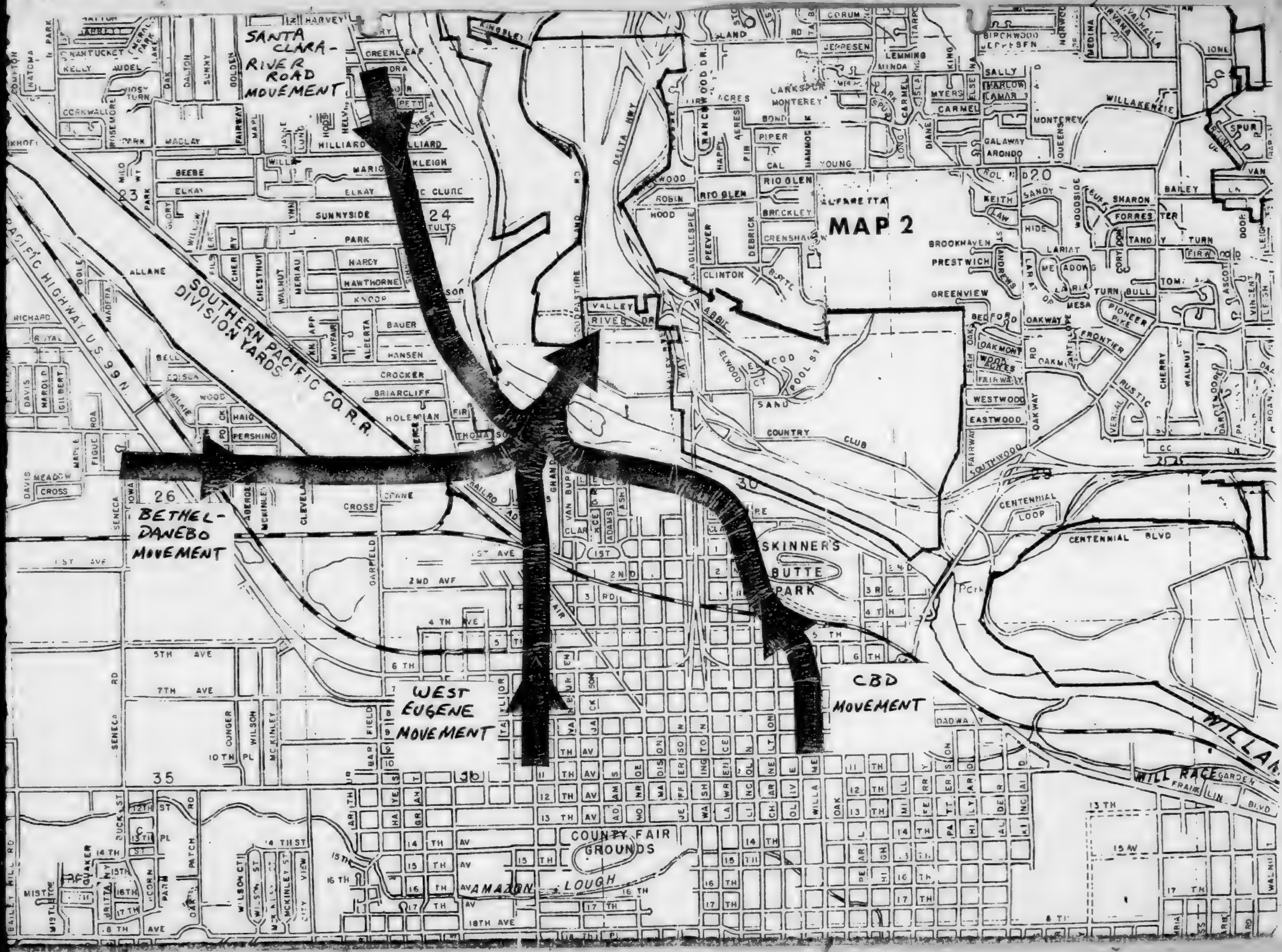
BIRCHWOOD

NORWOOD

QUEENSBURY

MONTEREY

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36


SANTA CLARA-RIVER ROAD MOVEMENT
BETHEL-DANEBO MOVEMENT
WEST EUGENE MOVEMENT
CBD MOVEMENT
MAP 2
SOUTHERN PACIFIC CO. R.R.
PACIFIC HIGHWAY U.S. 99 N.
SKINNER'S BUTTE PARK
COUNTY FAIR GROUNDS
AMAZON
LOUGH
COUNTRY CLUB
CENTENNIAL LOOP
CENTENNIAL BLVD
WILLAMETTE
MILL RACE
DELTA HWY
SOUTH PARK BLOCKS
SANTA CLARA
RIVER ROAD
MOVEMENT
BETHEL-DANEBO
MOVEMENT
WEST EUGENE
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COUNTRY CLUB
CENTENNIAL LOOP
CENTENNIAL BLVD
WILLAMETTE
MILL RACE
DELTA HWY
SOUTH PARK BLOCKS

BELTLINE BRIDGE
- 3FOOT SHY DISTANCE
- OPEN TO BICYCLES BY PERMIT ONLY
- UNDESIRABLE for BIKES

PROPOSED VALLEY RIVER BICYCLE BRIDGE

VALLEY

BELT LINE RD

DELTA HIGHWAY

ROBIN HOOD AVE

SHERWOOD WAY

CORNISS LANE

OWOSSO DR

NORMAN

ROSEWOOD

HOWARD AVE

HATTON

HANVEY

ROSETTA AVE

BENJAMIN

ARBOR DR

LORETTA WAY

W. HILLCREST

MAPLE DR

LUND DR

HODSON

FAIRWAY DR

MARION

OAKLEIGH LANE

ELRAY DRIVE

McCLURE LANE

SUNNYSIDE DRIVE

PARK AVENUE

HARDY AVE

HAWTHORNE AVE

KNOOP LANE

MERRILL CRT

BAUER LANE

STULTS

13

24

PROPOSED VALLEY RIVER BICYCLE BRIDGE

VALLEY RIVER CENTER

SOUTHERN PACIFIC RAILROAD

I-105 BRIDGE
- POOR BICYCLE ACCESS & EGRESS
- UNSUITABLE FOR BIKES

MAP 1

EXISTING OR COMMITTE

PLANNED BIKEWAYS

25

30

36

NORTH BANK BIKEWAY

SOUTH BANK BIKEWAY

SKINNER'S BUTTE

FERRY STREET BRIDGE
- 5 FOOT SIDEWALKS
- HEAVY BIKE-PED. TRAFFIC

ALTON BAKER BIKEWAY

RAILROAD

30

29

32

EXISTING OR COMMITTED BIKEWAYS

PLANNED BIKEWAYS

ERRY STREET BRIDGE
- 5 FOOT SIDEWALKS
- HEAVY BIKE-PED. TRAFFIC

AUTZEN BRIDGE
- OPEN TO BICYCLES & PEDESTRIANS ONLY

I-5 BRIDGE
- INACCESSIBLE TO BICYCLES

AKER BIKEWAY

BAY ISLAND

U V E F

M & L R R

32

33

CHASE AVE

REGENT AVE

CHEVY CHASE

STONEWALL

MARLO

HANDELL AVE

CAMPBELL

COOKS GARDEN

JUNIPER LN

COTTONWOOD AV

SEQUOIA

LODGEPOLE

KELLOGG

ANDERSON

RAYNER AVE

DIAMOND ST

PORTSMOUTH

JENKINS

FRANKLIN

SPICE

OAKE

WEST AVE

15 TH

17 TH

ONYX

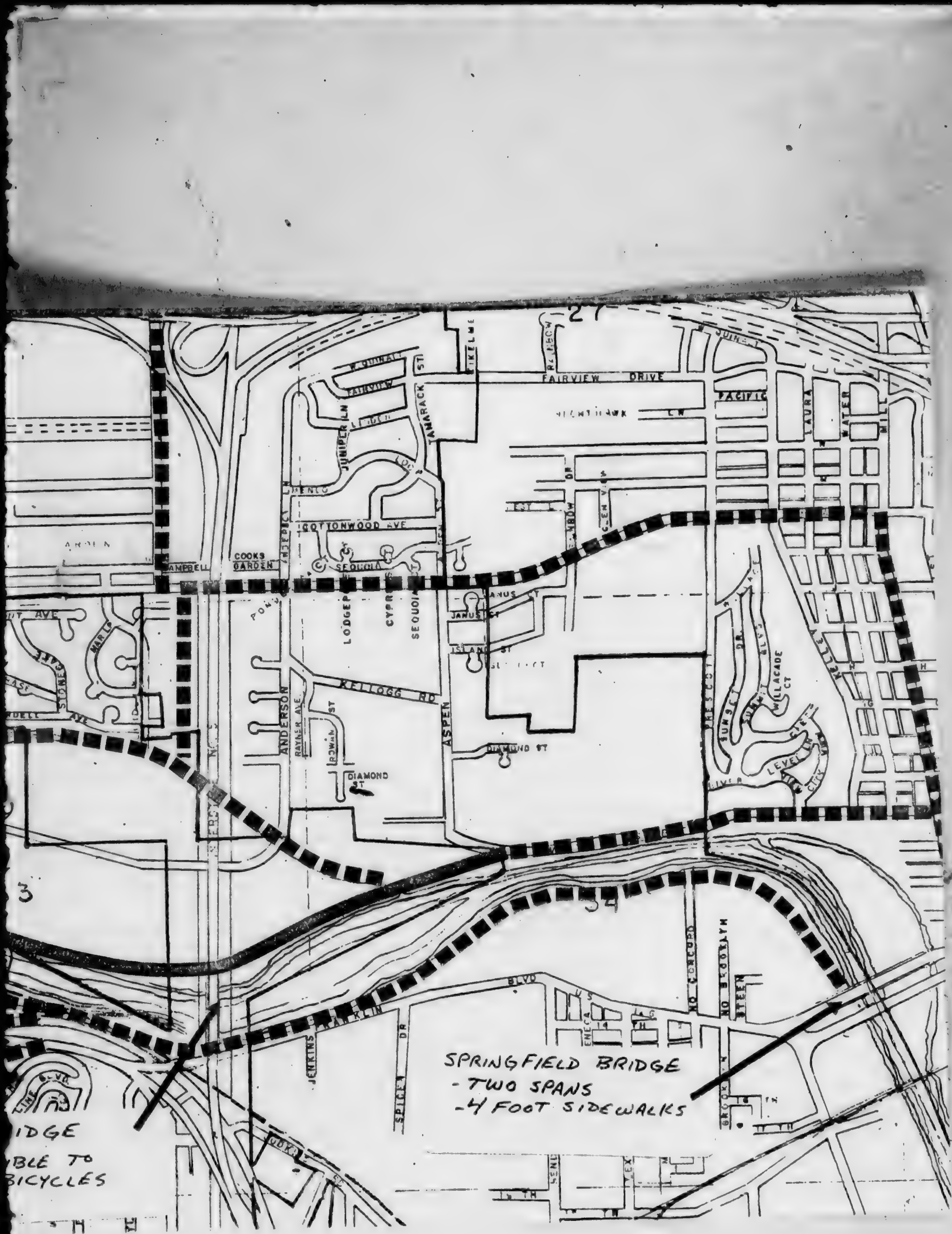
MOSS

LAMAR

ORCHARD

BIRCH

LIME


FAIRVIEW DRIVE
COTTONWOOD AVE
SEQUOIA
COOKS GARDEN
KELLOGG RD
ANDERSON
ASPEN
DIAMOND ST
JUNIPER LN
TAMARACK ST
FIR ELM
JANUS ST
ISLAND CT
LODGEPOLE
CYPRESS
SEQUOIA
PONDEROSA
PACIFIC
LAURA
WATER MILL
WILLACADE CT
LEVEE VIEW CT
SUNSET
CRESCENT
RAYNER AVE
DIAMOND ST
JENKINS
FRANKLIN BLVD
SPIGEN DR
MO CONCORD
MO BROOKLYN
SPRINGFIELD BRIDGE
- TWO SPANS
- 4 FOOT SIDEWALKS
IDGE
BLE TO
BICYCLES

8550 W. Idaho Ave.-S.W. 4th Ave. 1977
(Ontario) Sec.
(Paving & walks)

C*A 5695 7-1-76 7-26-77 9-8-77

8550

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-19-80	CC-2031		323-1960 323-1052

BILL TO: Code:

City of Ontario
P.O. Box 159
Ontario, Oregon 97914

Attn: Mr. Tom Hardy
City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Urban Project M-5755(1) & M-5765(1) W. Idaho Ave. - S.W. 4th Avenue S.W. 1st Street - S.W. Oregon Street Malheur County Covered by Agreement No. 5965 Contract No. 8550			
TOTAL COST			$275,531.82
Less Federal Funds Collected			149,504.93
Less State Share			23,843.12
City Share			102,183.77
City's Advance Deposits			157,500.00
Less Reimbursement for Structures & Obstruction Removal			-51,000.00
REFUND DUE CITY			$ 4,316.23
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$ 157,500.00
Advance Deposit Previously Transferred to Highway Fund	$ 134,000.00
Balance	$ 23,500.00
Transfer to Highway Fund	$ 19,183.77
Refund Due	$ 4,316.23

Amount Due . . . . . $ - - -

Partial or final request for billing: FINAL

Number of the previous request in connection with this service: CC-1682, CC-1755, CC-1818 & CC-1996

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
D. E. Swan
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: February 19, 1980

CITY Ontario Contract No. 8550 Date Completed February 23, 1978

PROJECT # M-5755(1) M-5765(1) Section W. Idaho Ave.-S.W. 4th Ave., S.W. 1st St. & S.W. Oregon St

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	
Payments to Contractor	$ 11,223.28
Interest Paid to Contractor	290,087.76
SFO #1 Permanent Striping	101.06
SFO #2 City Reimbursement for Removal Work	161.70
Construction Engineering	(51,000.00)
Training Sessions	24,565.43
EEO Monitoring	354.94
TOTAL PROJECT COST	37.65
Federal Aid Funds Collected	$275,531.82
	149,504.93
BALANCE	$126,026.89

Non-Participating Costs:		
Preliminary Engineering	$ 1,214.42	
Contract Payments	127,930.98	
Interest	101.06	
SFO #2 Work by City	(51,000.00)	
Construction Engineering	5,983.93	
Training Sessions	85.19	
EEO Monitoring	9.02	
		84,324.60
Amount to be shared by State & City		$ 41,702.29

State Share:
50% of $41,702.29 = $20,851.15
Plus 50% of Non-Part. Construction Engineering
50% of $5,983.93 = $23,843.12

City Share:
$41,702.29 - $20,851.15 = $20,851.14
Plus $84,324.60 - $2,991.97 = $81,332.63
$102,183.77

Reference: Billing Form CC-2031

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** February 19, 1980

CITY Ontario **Contract No.** 8550 **Date Completed** February 23, 1978

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$102,183.77

Reference: **Billing Form** CC-2031

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			TOT			N	1		215.83	215.83	
			** JOB TOTALS **					**	**	686.17	**

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			** JOB TOTALS **					**	1.[illegible]CR**	11.[illegible]	**

[illegible]L TO DATE JOB COST SUMMARY									DECEMBER 1979		PAGE 518
DESCRIPTION OF JOB OR DEPARTMENT		PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
9TH ST-3RD ST. HYDSR	CONT NO [illegible]		* FA PROJ NOS OS		302001	100					STATE
							[illegible] N 9			1.202.00CR	

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
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	323	1043	299	00 N 9		5,797.06	5,797.06	79	79
	323	1043	900	00 P 1			100.39	76	77
	323	1043	915	00 P 1			[illegible].21	77	78
			TOT	P1			77,294.12		
			** JOB TOTALS **		**	**	77,294.12 **		
W IDAHO AVE-SW 4TH ONTARIO	CONT NO 8550 * FA PROJ NOS M 755001 37 M 765001 39							STATE	24
	323	1052	201	00 P 1	Contr. Pay		75,032.48	77	79
	323	1052	201	00 P 2	" "		87,119.30	77	79
	323	1052	201	00 N 9	" "		127,930.98	77	79
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	323	1052	204	00 N 9	"	.03		77	79
	323	1052	205	00 N 1	Int.		101.06	78	78
	323	1052	210	01 P 1	SFO #1		[illegible].87	78	78
	323	1052	210	01 P 2	" "		[illegible].93	78	78
	323	1052	201	00 N 9	CR. FOR WORK	[illegible]	[illegible] CR	78	79
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	323	1052	205	00 N 9	" St	51,017.07	191,[illegible]CR	77	79
	323	1052	205	00 N 9	" Fed	12,[illegible]CR	141,[illegible]	77	79
	323	1052	900	00 P 1	Const Engr	.65	9,[illegible].13	77	79
	323	1052	900	00 P 2	" "	.68	9,5[illegible].13	77	79
	323	1052	900	00 N 1	" "		[illegible]	77	[illegible]
	323	1052	900	00 N 2	" "		[illegible]	77	[illegible]
	323	1052	900	00 N 9	" "	.42	5,[illegible]	77	[illegible]
	323	1052	915	00 P 1	Tr. Sessions		1[illegible]	78	[illegible]
	323	1052	915	00 P 2	" "		1,[illegible]	78	[illegible]
	323	1052	915	00 N 9	" "		[illegible].19	78	[illegible]
	323	1052	915	00 P 1	EEO. Monitoring		13,[illegible]	77	[illegible]
	323	1052	915	00 P 2	" "		14,[illegible]	77	[illegible]
	323	1052	915	00 N 9	" "		9,[illegible]	77	78
			TOT	P1		[illegible]	[illegible]		
			TOT	P2		.[illegible]	96,[illegible]		
			TOT	N1		.[illegible]CR	[illegible]		
			TOT	N2		.[illegible]	[illegible]		
			TOT	N9		50,[illegible]CR	82,[illegible]		
			** JOB TOTALS **		**	50,998.25CR **	264,308.54 **		
VALE PAVEMENT MARKING	CONT NO		FA PROJ NOS PMS 005069 100					STATE	
	323	1055	201	01 P 1		351.52	763.46	78	79
	323	1055	205	00 N 9		.[illegible]CR	[illegible]CR	78	79
	323	1055	208	00 N 9		[illegible]	763.46	78	79
			TOT	P1		[illegible]	763.46		
			** JOB TOTALS **		**	351.52 **	763.46 **		
5TH-3RD ST. NYSSA CITY ST	CONT NO 8676 * FA PROJ NOS OS 302001 100							STATE	
	323	1057	201	00 P 1			71,603.55	78	78

8550

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-14-79

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer, State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 6-28-76 — TO 2-1-79

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-5755 (1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
172,989.10	89,316.73	78.19%	69,836.79	69,836.79	-0-

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY V.E. Skeen Controller

REMARKS Oregon

11-14-79

0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	W. IDAHO AVE.-S.W. 4TH AVE. (ONTARIO) SECTION					
	FAU 5755 (ONTARIO)					
	MALHEUR COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 5,006.88	
	Construction					
	Type Code 6201					
	Roadway (Sta. 6+95 to Sta. 20+22)					
	Final Contract Payment Summary	Lump Sum			75,037.48	
	SFO #1 Permanent Striping				80.87	
	Total Participating Construction Cost				75,118.35	
	Construction Engineering					
	State	All Required			9,177.61	
	Misc Project Costs					
	Equal Opportunity Program Expense	All Required			13.94	
	TOTAL PARTICIPATING COSTS				89,316.78	
	Non-Participating Items					
	Preliminary Engineering	All Required			607.43	
	Final Contract Payment Summary	Lump Sum			127,930.98	
	SFO #2 City Reimbursement for Structures & Obstruction Removal				(51,000.00)	
	Interest Paid to Contractor	All Required			101.86	
	Construction Engineering	All Required			6,023.83	
	Equal Opportunity Program Expense	All Required			9.02	
	TOTAL NON-PARTICIPATING COSTS				83,672.32	
	TOTAL COSTS				172,989.10	

Prepared based on Participating costs as shown of Federal Billing as of 10-31-79.

AMOUNT CARRIED FORWARD

8550

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-14-79

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

S[illegible] VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer, State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 6-28-76

TO 2-1-79

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-5765 (1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
102,542.72	101,890.44	78.19%	79,668.14	79,668.14	-0-

RECEIVED DIVISION OFFICE

BY Oregon DATE

DIVISION OFFICE REVIEW MADE

BY 11 DEC 79

PASSED FOR PAYMENT

BY PAYSKOOG
CONTROLLER

REMARKS

0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	W. IDAHO AVE.-S.W. 4TH AVE. (ONTARIO) SECTION					
	FAU 5756 (ONTARIO)					
	MALHEUR COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 5,001.98	
	Construction					
	Type Code 6201					
	Roadway (Sta. 6+95 to Sta. 20+22)					
	Final Contract Payment Summary	Lump Sum			87,119.30	
	SFO #1 Permanent Striping				80.83	
	Total Construction Cost				87,200.13	
	Construction Engineering					
	State	All Required			9,673.64	
	Misc. Project Costs					
	Equal Opportunity Program Expense	All Required			14.69	
	Total Participating Costs				101,890.44	
	Non-Participating Items					
	Preliminary Engineering	All Required			606.99	
	Construction Engineering	All Required			45.29	
	Total Non-Participating Costs				652.28	
	TOTAL COSTS				102,542.72	

Prepared based on costs shown on Federal Billing as of September 30, 1979.

AMOUNT CARRIED FORWARD . . .

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Malheur	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
May 25, 1979	David B. Carter, Area Engineer	M5755(1) & M5765(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
February 23, 1978	September 28, 1978	100 %	100 calendar work days.

APPROVED EXTENSIONS	LOCATION
36 calendar work days	City of Ontario, Malheur County, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JUN 1 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

6-1 cy Keasey

W. IDAHO AVENUE - S. W. 4th AVENUE (ONTARIO) SECTION
FAU 5755 & 5765
CITY OF ONTARIO-MALHEUR COUNTY
PAVING AND WALKS

This project provided for the reconstruction of certain sidewalks and overlay of the existing pavement on selected streets in downtown Ontario, Oregon.

The contractor used 136 calendar workdays to complete the work. This time is 36 days in excess of the allotted contract time. The contractor requested and was granted a 36 day time extension based on the additional work the contractor was asked to perform. Consequently all liquidated damages charged the contractor were excused.

The final amount of the original contract items was $196,742.13 which is an underrun of approximately 14 percent of the original contract bid amount of $229,103.50. The final contract amount including engineering and all changes was $263,849.46. The project authorization was $264,118.48.

A final inspection of the completed work was made on May 23, 1978.

The project has been signed and striped.

All participating work has been completed.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by D. B. Carter — David B. Carter, Area Engr.		SIGNATURE: Original Signed By G. K. HOSSNER — G. K. Hossner, Field Operations Engr.	
TITLE: Area Engineer	DATE: 5-29-79	TITLE: Field Operations Engineer	DATE: 5-29-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

December 6, 1978

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

A post-final payment for $3,270 will be made to Douglas S. Coats Construction on Contract No. 8550 for work on the W. Idaho Avenue-S.W. 4th Avenue (Ontario) Section of FAU 5755 and 5765 in Malheur County as soon as the warrant is prepared.

The total amount paid on this contract will be $290,087.76 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc C. T. Keasey
Walt Hart
Wendell Schwartz

8550.

9

October 3, 1978

American Fidelity Fire Insurance Company
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Gentlemen:

Contract No. 8550 awarded to Douglas S. Coats Construction for work on the W. Idaho Ave.-S.W. 4th Ave. Section in Ontario, Malheur County was completed on February 23, 1978, and accepted by the State Highway Engineer on September 28, 1978.

Final payment in the amount of $17,833.47 will be released to the contractor after October 9, 1978. The total contract amount is $286,817.76 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
W. E. Schwartz

Ontario

SALEM, OREGON
June 26, 1978

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

W. Idaho Avenue-S.W. 4th Avenue (Ontario) Sec.
Malheur County

P/F. Burnett
Resident Engineer

I found your "As Constructed Narrative" quite interesting. It was a little surprising that the contractor wound up doing the curb and sidewalk removal work that the City was supposed to do, but it was probably better that way.

I imagine, you were kept pretty busy on this job trying to minimize the complaints from the affected businesses. There certainly was plenty of opportunity for problems with the construction activities and the utility changes.

I hope, the new streets are everything the City had anticipated. I will look forward to seeing them myself, next time I am over that way.

FE:ck
cc: W. E. Schwartz

Vorstoog ✓
George
Olson
Turpin
Sullivan
Boom
Savage
Trout

RECEIVED
JUN 26 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8550

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Telephone - 963-3177

June 16, 1978

Mr. Doug Tietze
Director of Public Works
City Hall
Ontario, Oregon 97914

Dear Doug:

RE: W. Idaho Ave.-S.W. 4th Ave. Section, Contract No. 8550, "Downtown Project"

On may 31, 1978, I met with you and Don to discuss the status of the downtown project with regard to final costs, city share, and the deposits made by the City thus far.

At that time, we determined the City had not met its obligation of advance deposits under the terms of Agreement No. 5695, dated 7/15/77, and Supplemental Agreement No. 5695, No. 2, dated 9/6/77. Under the terms of these agreements, the City should have deposited the following amounts for construction of the project.

1. $20,000 after 6/23/77 and prior to 7/22/77
2. $60,000 prior to 8/8/77
3. $81,000 prior to 10/3/77

Total construction deposit amount of $171,000 is based on original amount of $120,000 plus lump sum of $51,000 for sidewalk and curb removal. Actual construction deposits amount to $121,000 which shows $50,000 owed by the City.

An examination of the project costs to date, not a final audited amount, shows the City owing less than the $50,000 called for by the agreements. Listed on the next page are project costs, broken down into participating and non-participating amounts, and deposits made by the City. Participating costs are computed at 78.20% Federal, 10.9% State, and 10.9% City shares, which are applicable to <u>this</u> project.

PROJECT MANAGEMENT
CCE ☐ OM ☐
FAE ☐ CPE ☐
JUN 19 1978

Form 81-734 3123

Particip.	78.2% Federal	10.9% State	10.9% City	100% City Non-particip.	Total Cost	Deposits By City
Prel. Engr.						
$ 10,011.00	$ 7,828.60	$ 1,091.20	$ 1,091.20	$ 1,214.03	$ 11,225.03	$ 3,700.00
Const. Costs						
$154,618.00	120,911.27	16,853.37	16,853.36	138,362.98	292,980.98	121,000.00
TOTALS	128,739.87	17,944.57	17,944.56	139,577.01	304,206.01	124,700.00

City's share (column 5 + column 6) $157,521.57
Less deposits (column 7) 124,700.00
Balance owing $ 32,821.57 say $32,800.00

I must again reiterate these are not the final audited figures; however, I do not anticipate any appreciable increase to the project.

Please forward the City's check so we may balance up our books.

Sincerely,

R. C. Lang
Region 5 Federal Aid Specialist

RCL:sh

cc Gerald Wimer
P. F. Burnett

8550

Roger Lang
Region 5

May 30, 1978

G.W. Wimer
Local Government Manager

City of Ontario
W. Idaho Ave.-S.W. 4th Ave.

Per your request the following breakdown with attached sheets to confirm:

Preliminary Engineering		$ 11,225.03
Construction Costs to May 1, 1978		292,980.98
Less Payments by		
FHWA on PE	~~$ 1,427.30~~	~~$~~ 7,827.30
FHWA on Const. (80%)	132,834.68	120,602.00 (78%)
States Match-PE 11%	~~201.29~~	1,100.00
States Match-Const. 11%	~~18,733.09~~	17,008
		146,537.30
		~~-153,196.36~~
		~~151,009.65~~ 157,668.71
City of Ontario Advance Deposit		~~128,400.00~~ 124,700
Balance due from City		~~$ 22,609.65~~ ~~$~~ 32,968.71

FFH : tmw

CONT NO	FA PROJ NOS	M	755001	50	M	765001	50										

CONSTRN COSTS.

Cont work
"
Liquid Damages
"
Ret. 9%
"
"
Misc

Misc
City funds-
State "
Federal "
Eng.
"
"
"
"
Train. Courses
"
"
EEO Monitor
"
"

May 26, 1978

323-1052

Fred.

Get latest costs on Ontario FAUS Proj. both on + off system get computer printouts and send to Roger Lang.

8550 4-24-78 Ontario

W. IDAHO AVE. - S.W. 4th AVE.

(ONTARIO) MALHEUR COUNTY

CONTRACT 8550 PREFIX 323-1052

NARRATIVE REPORT

Versteeg
Christensen
George
Olsen
Temple
Sullivan
Scott
Savage

RECEIVED
APR 24 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

REFERRED TO

Beard Dorn
Cole Sample
Eriksen F.E. Watson
Hager Leu
Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

letter acknowledgment

W. IDAHO AVE. - S.W. 4th AVE.
(ONTARIO) MALHEUR COUNTY
CONTRACT 8550 PREFIX 323-1052
NARRATIVE REPORT

This contract for paving and walks, in the amount of $229,103.CO, was awarded to Douglas S. Coats Construction of Bend, Oregon on July 6, 1977.

At the preconstruction conference, on July 12, 1977, it was proposed that the contractor do the demolition (removal) work that the City of Ontario was obligated to do as per terms set forth in special provisions. The contractor was agreeable to this so a Price Agreement, in the amount of $51,000.00, was submitted, through channels, on 7-13-77, for contractor to do this work. Since this agreement had to be approved by the Contract Review Board, approved P.A. was not recieved in this office until 8-19-77.

At the preconstruction conference, contractor's proposed schedule was to start work on 7-18-77. Work didn't start until 8-3-77. The balance of that week was spent erecting signs.

Removal of curbs and sidewalks started on S.W. 1st Street on Monday 8-8-77. This removal work was confined to two city blocks, from S.W. 3rd Ave. to S.W. 1st Ave. along S.W. 1st Street.

First curb pour was made on Thursday 8-11-77. This was followed by sidewalk pours.

Progress of this work was rather slow in the beginning. Needless to say, with parts of several blocks torn up by removal activity and the slow progress, a number of complaints were recieved from downtown merchants.

By early in September, with some additional people working, the production picked up. the removal work and curb and sidewalk pours were much better coordinated.

There was some damage to finish on store fronts during removal work. Also there was a number of buildings that had mortar splashed on them through carelessness. Cleanup and/or repair to buildings has not been completed at this time (3-21-78). Contractor has been working on this and the work should be completed in the near future.

Quite a lot of conflict with utilities, both city and private, was encountered during the time of this construction. Under separate contract the City of Ontario was having street lighting replaced. This meant the contractor had to work around proposed new pole footings.

Also the City of Ontario was replacing and/or laying water lines under a lot of areas where new sidewalks were to be constructed.

W. Idaho Ave. - S.W. 4th Ave.
(Ontario) Malheur County
Narrative Report

One large vault area, under sidewalk, was filled in at owners request. This was on the south side of 1st Ave., East of Oregon Street (along Western Auto Store). There was another smaller vault area along the East side of Oregon Street, between Idaho Ave. and 1st Ave. (in front of Peterson Furniture), that was filled in.

There was one area, along the East side of Oregon Street, that water had run through curb into vault (basement) area. This was patched, temporarily, with a silicone caulking compound. Later, when contractor was repairing some curbs, with an epoxy type sealer, we had him seal these joints in both curb line and on sidewalk. In addition to this area, that had definitely had water go through, had contractor seal joints at or near all vault areas.

Paving work on this project was done by R. L. Coats, who had subcontract to do this work. (This was the only subcontract on this project). Paving started on Sunday 11-13-77 - this work consisted of patching low areas adjacent to curbs.

S.W. 1st Street was paved Wednesday 11-16-77. Due to inclement weather (snow and wet conditions) paving work stopped until 11-28-77. Paving completed on Monday 11-28-77 and Tuesday 11-29-77.

Due to late paving in marginal weather there were some areas, where pavement was feathered out, that asphalt ravelled out rather badly. Contractor was advised of this condition by letter and will patch these areas as soon as weather is warm enough for paving.

Except for cleanup and repair to store fronts, and minor patching of pavement that will have to be done in early summer of 1978, this project was completed on 12-19-77.

Douglas S. Coats Construction, contractor, submitted a claim for extra compensation for material imported to grade areas for sidewalks. This was returned to his office for clarification. This claim, in the amount of $3,270.00 is the only claim anticipated.

Until all of the cleanup and repair work, mentioned earlier in this report, is completed we will be unable to get letter of acceptance from City of Ontario.

This contract overran 36 calendar work days. Contractors request for increase in workdays has been approved.

A. D. Dist
Resident Engineer

W. Idaho Ave. - S.W. 4th Ave. (Ontario)
F.A.U. 5755 and 5765
Malheur County
Contractor: Douglas S. Coats

Contract No. 8550
Prefix No. 323-1052
F.A.P. No. M-5755(1) & 5765(1)
P. F. Burnett, Res. Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	PERCENT + or -
Contract Bid Items	$229,103.50	$196,745.73	- 14.12
Anticipated Items	3,600.00	2,990.00	- 16.94
Contingencies	10,471.66	36,585.63	+249.34
Construction Engineering	20,943.32	24,000.00	+ 14.60
30101 P.A. No. 1 Removal of Structures and Obstructions		51,000.00	
92002 S.F.O. No. 2 City of Ontario to Reimburse the State of Oregon for Removal of Structures and Obstructions		- 51,000.00	
Totals	$264,118.48	$260,321.36	- 1.44

EXPLANATION OF OVERRUNS AND UNDERRUNS

Item No.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	% OVERRUN (+) % UNDERRUN (-)
1.	Mobilization	Lump Sum	100%	100%	0.0
2.	Temporary protection and Direction of Traffic.	Lump Sum	100%	100%	0.0
3.	Temporary Signs	Sq. Ft.	280	234	(-)16.4
	The estimated No. of "Street Closed" signs were not required for contractor's operation causing this item to underrun.				
4.	Temporary Barricades	Each	24	20	(-)16.7
	The estimated no. of barricades were not required to accommodate the contractor's operations causing this item to underrun.				
5.	Flagmen	Hour	40	52.5	(+)31.3
	Additional flagmen were required to control traffic during application of Asphalt in Tack Coat causing this item to overrun.				
6.	Class "C" Asphalt Concrete	Ton	2,500	2,376.55	(-) 4.9
7.	Asphalt In Tack Coat	Ton	3	4.32	(+)44.0
	More tack Coat Asphalt was required than anticipated causing this item to overrun.				
8.	6-inch Sewer Pipe	Lin. Ft.	160	236	(+)47.5
	Concrete Inlets had to be relocated further than anticipated causing this item to overrun.				
9.	2-inch P.V.C. Pipe	Lin. Ft.	185	243	(+)31.4
	Additional installations for awning and roof drains were required causing this item to overrun.				
10.	4-inch P.V.C. Pipe	Lin. Ft.	810	474	(-)41.5
	Several installations were eliminated under Pedestrian Ramps as drainage was away in both directions causing this item to underrun.				
11.	Concrete Inlets, Type CG	Each	27	26	(-) 3.7
12.	Concrete Walks	Sq. Yd.	7,800	8,414.2	(+) 7.9
13.	Reinforced Concrete Walks	Sq. Yd.	535	335.3	(-)37.3
	The contractor's election to fill vault areas at S. Cre. 8+70 Lt., SW 1st Ave. 9+50 Rt. and SW 2nd Ave. 9+50 Rt. and replace Reinforced Concrete Walks with Concrete Walks caused this item to underrun.				
14.	Concrete Sidewalk Overlay	Sq. Yd.	150	171.6	(+)14.4
	Concrete Sidewalk Overlay was extended 18 ft. along stairway to make grades meet causing this item to overrun.				
15.	Concrete Driveways	Sq. Yd.	1,660	1,755.5	(+) 5.7
16.	Concrete Curbs	Cu. Yd.	(Deleted by P. A. No. 3)		

Item No.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	% OVERRUN (+) % UNDERRUN (-)
17.	Reconditioning Steel Beams The filling of 3 vault areas and replacing of 14 beams caused this item to underrun.	Each	50	14	(-)72.0
30101	P.A. No. 1 Removal of Structures and Obstructions	Lump Sum	100%	100%	0.0
30201	P.A. No. 2 Document Spec. Change Material Receipt Procedure	Documentation Only			
30301	P.A. No. 3 Delete B.I. 16 Concrete Curbs	Documentation Only			
30302	P. A. No. 3 Concrete Curbs	Lin. Ft.	7,500	7,742.5	(+) 3.2
30401	P.A. No. 4 Increase B.I. 12 and 15	Documentation Only			
30501	P.A. No. 5 Furnish and Install 8 x18.5 Steel I-beams.	Lin. Ft.	166	166	0.0

8550

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Ontraio
City Hall
Ontario OR, 97914
Attention of Ron R. Blankinship
City Recorder

Request No. (assigned by staff engineer or head of section) CC 1818

Date April 18, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $41,000.00

Quantity	Unit	Description	Unit Price	Amount
		Retain in Advance Deposit	5,000.00	
		Transfer to State Highway fund for the W. Idaho Ave.-S.W. 4th Ave. Section (FAU 5755 & 5765) Agreement No. 5695		$36,000.00

If payer has made payment for this ervice, indicate the amount of payment. $

ayer has made a deposit with the Highway Division to antee payment, indicate the amount of the deposit. $ 124,700.00

a partial or final request for billing? Partial

have been any previous requests for connection with this same service, he total amount of all previous requests. $

umber of the last previous request n with this same service.

Credit distribution:
323-1052-295

Submitted by:
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

ns: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff tion head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the ion

8550

FORM 81-724-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: W. Idaho Ave.-S. W. 4th. Ave. (Ontario)		WEEK ENDING: April 8, 1978
		SECTION PREFIX: 323-1052
HIGHWAY: FAU 5755 and 5765		COUNTY: Malheur
NAME OF JOB: W. Idaho Ave.-S. W. 4th. Ave.(Ontario)	KIND OF WORK: Paving and Walks	
CONTRACTOR: Douglas S. Coats	CONTRACT NUMBER: 8550	FEDERAL AID PROJECT NUMBER: M-5755(1) and M-5765(1)
DATE OF CONTRACT: July 6,1977	DATE WORK STARTED: August 3, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 100 CWD	CALENDAR DAYS USED 136 CWD
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 136
PROJECT AUTHORIZATION: $ 264,118.48		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 243,175.16	ENGINEERING AUTHORIZATION $ 20,903.32	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 229,041	ENGINEERING COST TO DATE $ 23,363	DATE PROJECT WAS COMPLETED: February 23, 1978
ESTIMATED PERCENT: [redacted] UNDERRUN 0.4 %	PERCENT OF AUTHORIZATION 112 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Sidewalks & Driveways 100	Curbs 100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.02
MILES PARTIALLY COMPLETED					
MILES COMPLETED					1.02
TOTAL ESTIMATED QUANTITIES (CONTRACT)					2,500 ton
TOTAL QUANTITIES CORRECTED TO DATE					2,377 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					2,377 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Ptly. Cldy.			
MONDAY 3	Rain			
TUESDAY 4	Rain			
WEDNESDAY 5	Rain			
THURSDAY 6	Rain			
FRIDAY 7	Ptly. Cldy.			
SATURDAY 8				

Keeley K Richards
Jackmond Berg
Hopkins RECEIVED Inloes
Williams APR 10 1978 Widmer
Johnsen CONSTRUCTION Gebauer
Glenn BRANCH Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No activity.
MONDAY 3	No activity.
TUESDAY 4	No activity.
WEDNESDAY 5	No activity.
THURSDAY 6	No activity.
FRIDAY 7	No activity.
SATURDAY 8	No activity.

REMARKS

Semi-final data will be submitted on Monday of next week..

This will be the final weekly report.

SIGNED P. F. Burnett LOCATION: Ontario

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8550

March 21, 1978

Douglas S. Coats Construction
Post Office Box 311
Bend, OR 97701

Gentlemen:

Your request for an increase in the time allowed for the W. Idaho Ave.-S.W. 4th Ave. (Ontario) Project, Contract No. 8550, has been carefully reviewed. I have granted an increase of 36 calendar workdays for the removal of curbs and walks accomplished under Price Agreement No. 1. This will eliminate all liquidated damages on this contract.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
W. E. Schwartz
Robert Church
Richard Hacek
P. F. Burnett

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 15, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project M-5755(1) & M-5765(1)
W. Idaho Avenue-SW. 4th Avenue
City of Ontario, Malheur County
Time Extension Request

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

We have reviewed your March 8, 1978 time extension request for the above project.

We concur in your proposal to grant the contractor an extension of thirty-six calendar workdays. Our concurrence is based on the additional work the contractor was asked to perform and the time required for the accompanying Public Contract Review Board approval.

for G. K. Hoosmer
G. L. Green

RECEIVED
STATE HWY ENGR
MAR 20'78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: March 8, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request, Contract No. 8550
W. Idaho Ave.-S.W. 4th Ave.
City of Ontario, Malheur County
FAP Nos. M-5755(1) and M-5765(1)

The contractor on this project has requested a time extension of 53 calendar workdays due to added work. Some pertinent dates are as follows:

Date of Contract Award	July 6, 1977
Workday count started	July 18, 1977
Specified completion date	100 calendar workdays
Calendar workdays used	136 days

This project called for replacing curbs and sidewalks and repaving the existing city street. The contract award amount was $229,103.50. The removal of the existing walks and curbs was anticipated to be done "by others." Subsequent to contract award, the City of Ontario requested that the State include this removal work as a part of the contract. This was done as a nonparticipating item with the City paying for the work. The value of the removal work was $51,000 and was done under Price Agreement No. 1, which was a nonparticipating price agreement.

This increased work justifies the extension of 22 calendar workdays. Further, this type of increased work in the project required submission to the Public Contract Review Board for its approval. This amounted to a delay not allowing the contractor to commence work until August 4, a total of 18 calendar workdays. We therefore propose to grant the contractor an increase of 36 calendar workdays which will eliminate liquidated damages from this contract. Your concurrence is recommended.

OBJ:fr ia

bc C. T. Keasey
W. E. Schwartz
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 6, 1978

FILE: CON 5 #8550

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
W. Idaho Ave.-S.W. 4th Ave.
City of Ontario
Malheur County
Contract No. 8550

The contractor on the subject project, Douglas S. Coats Construction, has requested a 53 calendar workday time extension on the subject project. Some pertinent dates are as follows:

Date of award	July 6, 1977
Workday count started	July 18, 1977
Specified completion date	100 calendar workdays
Calendar workdays used	136 days

This contract amounted to $229,103.50 and called for the construction of curbs and walks and the repaving of the existing street. The removal of the existing walks and curbs was to be done "by others". Subsequent to the contract award, the City requested that the removal work be done by the contractor as a part of this contract. The value of this removal work was $51,000.00 and was accomplished under Price Agreement No. 1. This work amounted to a 22 percent increase in the contract amount and had to be closely coordinated with the other construction activities. Therefore, an increase of 22 calendar workdays is warranted for accomplishing this work. Further, due to the percentage increase in the contract, this work had to be submitted to the PCRB for their approval. Hence a delay was incurred from July 18 to August 4 which amounts to 18 calendar workdays. Solely on the basis of this added work, we are able to justify some 40 additional calendar workdays for the work performed under this contract. It is therefore recommended that an increase of 36 calendar workdays be granted which will eliminate all liquidated damages under this contract.

This is a federal-aid project and it will be necessary to secure their approval of this time extension. Rough draft letters to the FHWA and the contractor are attached.

OBJ:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
MAR 8'78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 8, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 153 days, within which to complete our Contract No. 8550, without the assessment of liquidated damages. The said contract is described as follows: Malheur County W Idaho Ave-S.W. 4th Ave (Ontario) Paving & Walks

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Letter Attached.

Respectfully submitted,

Douglas S Coats Construction
Contractor

By Douglas S Coats

CONSENT OF SURETY

Date 12-9, 1977

We, AMERICAN FIDELITY FIRE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

DENNIS GILBERT ATTORNEY-IN-FACT (SEAL)

Resident Agent

DENNIS GILBERT ATTORNEY-IN-FACT

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8550 Contractor Douglas S. Coats

Highway FAU 5755 and 5765

Section W. Idaho Ave.-S.W. 4th Ave. (Ontario)

Kind of Work Paving and Walks

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

An additional 36 calendar workdays are granted due to the removal of curbs and walks done under Price Agreement No. 1.

Recommended for Approval:

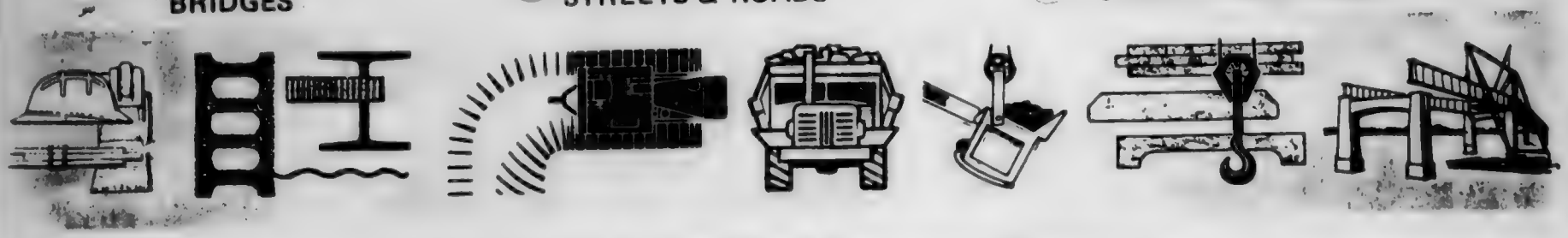
Division Engineer

O. B. Jackmond
For
Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	8550
Project designation	M-5755(1) & M-5765(1) (State-Federal)
Date awarded	7-6-77
Work started	9-4-77
Per cent completed	12-17-77 -- 100% (Date)
No. of Workdays Allowed	100
No. of Workdays Used	136
No. of Added Workdays Requested	53

State Printing 27020



DOUGLAS S. COATS CONSTRUCTION
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

December 8, 1977

Mr. P. F. Burnett
Resident Engineer
P O Box 702
Ontario, Oregon 97914

Dear Mr. Burnett:

I am requesting extra workdays for Contract No. 8550 for the following reasons:

On July 13, 1977 price agreement No. 1 was written by the OSHD for extra removal work the City of Ontario requested. This price agreement wasn't approved until August 16, 1977. On August 4, the City informed us by letter that if the State would not authorize this extra payment to be included in the contract, they would pay for it themselves. Therefore, we were delayed from starting the job from July 18, 1977, the contract starting date, to August 4, 1977. This is 18 days. Price agreement No. 1 amount is for $51,000.00, a 22% overrun. For actual time spent on this extra work, I am requesting 14 additional days.

The State requested additional work of demolition of curbs and sidewalks and replacement for one half block on S. W. 4th Ave and 3/4 block on S. W. 1st St. I am requesting 7 additional days for this.

During the progress of the job, Idaho Power Co. was installing a new lighting system at the job site location. We laid 5400' of 2" conduit under the sidewalk, installed 8 conduit street crossings and poured 38 new pole bases. In addition, blockouts were required around the old pole bases, so they could be removed after the new system was connected. After removal of the old bases, the sidewalk was completed. I am requesting 8 additional days for this.

P. F. BURNETT

BRIDGES STREETS & ROADS STEEL STRUCTURES

DOUGLAS S. COATS CONSTRUCTION
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

TIME EXTENSION REQUEST CONTINUED

The City of Ontario was placing water lines in conjunction with our work. The procedure involved our removing the sidewalk and curb, the City then placing the water lines. The delay comes in waiting for the city to complete their work, before we could set and grade curb forms. Though time lost was kept at a minimu, it is impossible not to have some time lost. I am therefore asking for 6 additional days.

In summary, I am requesting 53 3xtra workdays broken down as follows:

Starting time delay	18 days.
Time for Price Agreement No. 1	14 days.
Extra Work request bo OSHD	7 days.
Idaho Power Street Lighting	8 days.
City of Ontario Water Lines	6 days.
	53 days.

Sincerely,

DOUGLAS S COATS CONSTRUCTION

Douglas S Coats

Douglas S Coats

8550

Form 81-734-1384 (9-77)

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☐

Final ☒

PROJECT INSPECTION REPORT

5.34

D-1A-72

Project Name: W. Idaho Ave.-S.W. 4th Ave.				Contract No.: 8550
Highway: FAU 5755 and 5765			County: Malheur	Prefix No.: 323-1052
Contract Time Elapsed: 136 %	Contract Work Completed: 99%	Contract Work Quality: Satisfactory	Contract Work Progress: Complete	F.A. Project No.: M-5755 & M-5765 (1)
Inspection date: 12/14/77		By: Dale Allen		
In company with: Dave Carter (FHWA)				

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Project complete except for repair of damage to stone facing on buildings, which was done during sidewalk removal.

Some money needs to be retained on this project for final touch-up feathering on AC paving that cannot be done until next spring.

Request for time extension being processed due to addition of sidewalk removal work.

PROJECT MANAGEMENT
PE ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JAN 31 1978
File: PM FA
TAA _____ LG OP

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

11-29-77	Date opened to traffic or in operation
---	Date of Second Notification
---	Date Contractor's notice for semi-final inspection received
12-19-77	Date Contractor removed equipment, plant, etc.
3-1-78	Estimated submittal date of semi-final estimate
1/30/78	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only) ✓
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed Dale Allen 1/30/78

Title REGIONAL CONSTRUCTION ENGINEER

855C

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Ontario
City Hall
Ontario, OR 97914
Attention of Ron R. Blankinship
City Recorder

Request No. (assigned by staff engineer or head of section) cc 1755

Date September 20,1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance ~~Deposit~~ Deposit $81,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the Advance Deposit for construction on W. Idaho Ave. SW 4th ave. FAU 5755 and 5765	$65,000.00	
		To be retained		$16,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $81,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
323-1052-295

Submitted by: Hilderbrand

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

9550

September 8, 1977

City of Ontario
City Hall
Ontario, OR 97914

Attention: Ron R. Blankinship
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5695

Gentlemen:

Attached for your files is a fully executed copy of a second supplemental agreement concerning S.W. 1st Street and S.W. Oregon Street.

We are retaining a fully executed copy of this second supplemental agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

A-8550 77 8

Rev. 10-1-76

COMBINED CERTIFICATE AND ORDER FOR FILING ADMINISTRATIVE RULES WITH THE SECRETARY OF STATE

CERTIFICATE

I HEREBY CERTIFY that the attached copy is a true, full and correct copy of rules adopted, amended or an order of repeal by:

PUBLIC CONTRACT REVIEW BOARD
(Agency)

FILED
SEP 6 1977
NORMA P. [illegible]
SECRETARY OF STATE

Date of adoption, amendment or repeal:

August 17, 1977

By: James A. Redden
(Authorized Signer)

Title: Chairperson

Effective Date: upon filing Statutory Authority: ORS 279

Rule Number(s) OAR 127

☒ New Rule ☐ Amends ☐ Repeals X Temporary ☐ Permanent

Subject matter and purpose of rule: Oregon Department of Transportation; exemption from 10% limitation of Rule10.150(b) on Contract No. 8550 for substitution of contractor work.

ORDER (SEE ATTACHED)

The within matter having come before the _____ after
(Agency)
publication of the intended action upon not less than 15 days notice in the Secretary of State's Bulletin describing said proposal and advising of the opportunity and manner for the presentation of views or arguments in writing or at a public hearing; the aforesaid notice and other procedures having been in the required form and conducted in accordance with applicable statutes and rules, and being fully advised in the premises:

NOW THEREFORE, IT IS HEREBY ORDERED THAT the following rule(s) be:
(List Rule Number(s) or Rule Title on Appropriate Lines Below)

Perm. ☐ Temp. ☐

Adopted: _____

Amended: _____

Repealed: _____

RECEIVED
STATE HWY ENGR
SEP 7 '77
REFER TO
FOR
Init. | Leaves | R/D | D/R | Sign | Att | File

as Administrative Rules of the _____
(Agency)

DATED this _____ day of _____, 19____.

By: _____
(Authorized Signer)

Title: _____

SP°39524-125

BEFORE THE PUBLIC CONTRACT REVIEW BOARD

OF THE STATE OF OREGON

In the matter of the exemption of the Oregon Department of Transportation from 10% limitation of OAR 127-10.150(b) on Contract No. 8550.	CERTIFICATE OF ADOPTION OF TEMPORARY RULE

The Board finds that an exemption from the 10 percent limitation of OAR 127-10.150(b) on behalf of the Oregon Department of Transportation on Contract No. 8550 for substitution of contractor work in Ontario, Oregon, at West Idaho Avenue and S. W. 4th Avenue, will not encourage favoritism in awarding of public contracts or substantially diminish competition for public contracts and that the award of the contract pursuant to the exemption will result in substantial cost savings to the Department. The Board further finds that the best interests of the Oregon Department of Transportation and the public will be served by the adoption of the exemption as a Temporary Rule, because construction under the contract has begun and this additional curb and sidewalk removal must be immediately coordinated with the ongoing replacement work under the contract.

The Board hereby adopts the following exemption as a Temporary Rule pursuant to ORS 183.335(5):

> The Oregon Department of Transportation is exempt from the 10 percent limitation of OAR 127-10.150(b) on Contract No. 8550 for substitution of contractor work in Ontario, Oregon, at West Idaho Avenue and S. W. 4th Avenue.

Dated: September 1, 1977.

PUBLIC CONTRACT REVIEW BOARD

James A. Redden, Chairperson

8550

6514

PER LRW LAG 83 - 8-30-77 1.11 PM

FRANK GRIFFIN
BOB PRANGE

THE CITY OF ONTARIO JUST CALLED IN SO I INQUIRED ABOUT THE ADDITIONAL $10,000 CHECK THEY WERE SUPPOSED TO HAVE MAILED TO THIS OFFICE. THEY ADVISED THEY THOUGHT THEY HAD MAILED CK NO. 3845 DATED AUGUST 22, 1977 TO THIS OFFICE. HOWEVER, HE SAID HXX IT COULD HAVE BEEN MAILED TO YOUR OFFICE.

WOULD YOU PLEASE CHECK AND SEE IF YOU DO HAVE THIS CHECK AND IF IT HAS REACHED THE APPROPRIATE PART OF FINANCE SECTION FOR PROCESSING. ALSO, DO THEY NEED ONE OF THE NOTIFICATION OF ADVANCE DEPOSIT FORMS WHICH WE NORMALLY WOULD HAVE MADE OUT TO COVER THIS.

SHIRLEY HIATT
REGION 5
04.24.

Called Region. Told them we have received Ontario's check and ammended agreement for FHWS project.
8/30/76

8550

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER: 8-152
PROJECT REPORT NUMBER:
MODIFICATION NUMBER: 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-17-77

Form Approved; O M B No. 04-R2089

State: Oregon

County: Malheur

Project Number: M-5765(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,100	$ 107,948
Federal funds	$ 3,200	$ 84,404
Other revisions		

This modification is made for the following reasons:

Increase in preliminary engineering cost and adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of August, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. L. Hunter

Technical Services Engineer
(Title)

By A. Kenasof

Acting State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

6717

Oregon State Highway Division
Salem, Oregon, August 8, 1977

Federal Aid Project
No. M-5765(1)

W. IDAHO AVE.-S.W. 4TH AVE. (ONTARIO) SECTION
FAU 5756 (ONTARIO)
MALHEUR COUNTY

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 5,500.00
Type Code 6201			
Roadway (Sta. 6+95 to Sta. 20+22)			
Mobilization	All Required (40%)		$ 8,000.00
Temporary Protection and Direction of Traffic	All Required (39%)		2,535.00
Temporary Signs	100 sq.ft.	4.00	440.00
Temporary Barricades	9 each	75.00	675.00
Flagmen	15 hour	18.00	270.00
Class "C" Asphalt Concrete	900 ton	20.00	18,000.00
Asphalt in Tack Coat	1 ton	110.00	110.00
6-inch Sewer Pipe	50 lin.ft.	10.00	500.00
2-inch PVC Pipe	87 lin.ft.	4.00	348.00
4-inch PVC Pipe	485 lin.ft.	6.00	2,910.00
Concrete Inlets, Type CG	8 each	400.00	3,200.00
Concrete Walks	3,280 sq.yd.	9.00	29,520.00
Reinforced Concrete Walks	413 sq.yd.	18.10	7,475.30
Concrete Driveways	213 sq.yd.	10.00	2,130.00
Concrete Curbs	125 cu.yd.	90.00	11,250.00
Reconditioning Steel Beams	33 each	50.00	1,650.00
			$ 89,013.30
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required (50%)		$ 1,250.00
	Subtotal		$ 90,263.30
	Engineering		12,184.70
	Total		$102,448.00

Oregon State Highway Division

Federal Aid Project
No. M-5765(1)

Length of Project . . . . . 0.251 mile

Cost of Roadway Per Mile $408,159.36

SUMMARY OF FUNDS (78.19%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 5,500	$ 4,300	$ 600	$ 600
Roadway	102,448	80,104	11,172	11,172
Total	$107,948	$84,404	$11,772	$11,772

Group 2 39%

Contract No. 8550

Prefix 323-1052
Prefix 323-1960

Note: For nonparticipating work see Project No. M-5755(1).

8650

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-151		State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Malheur
MODIFICATION NUMBER 1	8-17-77	Project Number: M-5755(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,100	$ 94,628
Federal funds	$ 3,200	$ 73,989
Other revisions		

This modification is made for the following reasons:

Increase in preliminary engineering cost and adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of August, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By E Kessler

Acting State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

file

Oregon State Highway Division
Salem, Oregon, August 8, 1977

Federal Aid Project
No. M-5755(1)

W. IDAHO AVE.-S.W. 4TH AVE. (ONTARIO) SECTION
FAU 5755 (ONTARIO)
MALHEUR COUNTY

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 5,500.00
Type Code 6201			
Roadway (Sta. 6+95 to Sta. 20+22)			
Mobilization	All Required (40%)		$ 8,000.00
Temporary Protection and Direction of Traffic	All Required (32%)		2,080.00
Temporary Signs	90 sq.ft.	4.00	360.00
Temporary Barricades	8 each	75.00	600.00
Flagmen	15 hour	18.00	270.00
Class "C" Asphalt Concrete	900 ton	20.00	18,000.00
Asphalt in Tack Coat	1 ton	110.00	110.00
6-inch Sewer Pipe	75 lin.ft.	10.00	750.00
2-inch PVC Pipe	28 lin.ft.	4.00	112.00
4-inch PVC Pipe	325 lin.ft.	6.00	1,950.00
Concrete Inlets, Type CG	12 each	400.00	4,800.00
Concrete Walks	2,115 sq.yd.	9.00	19,035.00
Concrete Driveways	1,185 sq.yd.	10.00	11,850.00
Concrete Curbs	104 cu.yd.	90.00	9,360.00
			$ 77,277.00
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required (50%)		$ 1,250.00
	Subtotal		$ 78,527.00
	Engineering		10,601.00
	Total		$ 89,128.00

Length of Project . . . . . 0.251 mile

Cost of Roadway Per Mile $355,091.63

SUMMARY OF FUNDS (78.19%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 5,500	$ 4,300	$ 600	$ 600
Roadway	89,128	69,689	9,719	9,720
Total	$94,628	$73,989	$10,319	$10,320

Group 1 37%

Contract No. 8550

Prefix 323-1052
Prefix 323-1960

Oregon State Highway Division
Salem, Oregon, August 8, 1977

Federal Aid Project
No. M-5755(1)

W. IDAHO AVE.-S.W. 4TH AVE. (ONTARIO) SECTION
NONPARTICIPATING-STATE WORK
MALHEUR COUNTY

Mobilization	All Required (20%)		$ 4,000.00
Temporary Protection and Direction of Traffic	All Required (29%)		1,885.00
Temporary Signs	80 sq.ft.	4.00	320.00
Temporary Barricades	7 each	75.00	525.00
Flagmen	10 hour	18.00	180.00
Class "C" Asphalt Concrete	700 ton	20.00	14,000.00
Asphalt in Tack Coat	1 ton	110.00	110.00
6-inch Sewer Pipe	35 lin.ft.	10.00	350.00
2-inch PVC Pipe	70 lin.ft.	4.00	280.00
Concrete Inlets, Type CG	7 each	400.00	2,800.00
Concrete Walks	2,405 sq.yd.	9.00	21,645.00
Reinforced Concrete Walks	122 sq.yd.	18.10	2,208.20
Concrete Sidewalk Overlay	150 sq.yd.	13.00	1,950.00
Concrete Driveways	262 sq.yd.	10.00	2,620.00
Concrete Curbs	101 cu.yd.	90.00	9,090.00
Reconditioning Steel Beams	17 each	50.00	850.00
			$62,813.20

Anticipated Items

Furnish and Install 8+18 Steel I Beams	All Required	$ 1,100.00
	Total	$63.913.20

Group 9 24%

Contract No. 8550

Prefix 323-1052

8550

6514

PER LRW LAG 38 8-10-77 1.05 PM

FRANK GRIFFIN
INFO COPY TO BOB PRANGE

RE SUPPLEMENTAL AGREEMENT, W. IDAHO AVE.-S W 4TH /ONTARIO/

THE ADDITIONAL $10,000 HAS NOT YET BEEN APPROVED BY THE ONTARIO CITY COUNCIL AT THIS TIME. THEY DO HAVE THE MONEY AND DO NOT ANTICIPATE ANY PROBLEMS. CHECK WILL BE MAILED TO THIS OFFICE NEXT WEEK AND IT WILL BE FORWARDED TO YOUR OFFICE AS SOON AS IT IS RECEIVED.

BOB ALDRICH
SH

NOTE TO FRANK GRIFFIN... XXX PLEASE SSEE THAT THE ABOVE INFORMATION REACHES THE APPROPRIATE PERSON IN YOUR SECTION.

THANKS

ATTENDANT
04.34.

N

P

8550

8

ROBERT W. STRAUB
GOVERNOR

PUBLIC CONTRACT REVIEW BOARD

4256

100 STATE OFFICE BUILDING • SALEM, OREGON • 97310 • Phone 378-~~6368~~

August 3, 1977

TO: All Board Members

FROM: James A. Redden
Chairperson

SUBJECT: Oregon Department of Transportation
Exemption from 10% limitation of
Rule 10.150(b)

A request has been received from the Oregon State Highway Division in behalf of the Oregon Department of Transportation for an exemption from the 10 percent limitation of Rule 10.150(b) for certain additional work on Contract No. 8550 on a project at West Idaho Avenue-S. W. 4th Avenue in Ontario. A copy of the request is enclosed.

The Chair, pursuant to Rule 30.040, proposes to grant this exemption by unanimous consent unless any member of the Board notifies me of possible objections within seven days of this letter. If there are objections, I would appreciate being contacted by telephone.

am
Enclosure
cc: Legislative Counsel
H. S. Coulter

RECEIVED
STATE HWY ENGR
AUG 4 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#8550

August 3, 1977

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

West Idaho Ave.-S.W. 4th Ave. (Ontario)
Contract No. 8550
Substitution of Contractor Work

In accordance with Rule 10.160, application is hereby made on behalf of Oregon Department of Transportation for exemption of certain additional work under this contract which will exceed the 10 percent limitation of Rule 10.150(B).

(a) This project covers reconstruction of curbs, sidewalks and streets surrounding four downtown blocks in the City of Ontario. The contract was awarded July 6, 1977 and work is just starting. Douglas S. Coats Construction Company of Bend is the contractor. The project was requested by the City of Ontario and utilizes Urban System Federal-aid funding with the State and City also contributing.

(b) The contract amount is $229,103.50. There were two bidders and this low bid was some seven percent below our estimate. There are 17 bid items covering mobilization, temporary signing, flagmen, storm drainage modifications and the largest money amount items are for new concrete walks, concrete curbs and repaving the streets. The project requires extensive removal of existing deteriorated concrete curbs and sidewalks and this work is not included in our contract. The original plan was for this to be performed by the City and entirely at the City's expense. This removal work requires close coordination with the replacement work which is under the contract. Among other things, the contract provides that not more than two blocks of any street shall be under construction at any time and must be completed in one block before starting work in an additional block. Further, the contract has a comparatively short completion requirement of 100 days intending that it be completed during suitable construction weather this season before the Thanksgiving holiday and related shopping season in the downtown area.

(c) The City has now requested that the existing curb and sidewalk removal work also be performed by the contractor for the following reasons (but still at City expense):

(1) There would be an obvious benefit in coordinating the overall work performance under one jurisdiction.

(2) A satisfactory price has been secured from the contractor for doing this additional work. A firm quotation of $51,000 has been secured from the contractor for all the removal of curbs and sidewalks and incidental structures.

(3) It is not practical to do this work by a new separate contract which would lose the real benefit of one coordinated performance if another contractor became involved. Further, it is virtually impossible to perform this work by a separate contract at this time due to time limitations.

(4) The benefit of a contractor performance in lieu of City Force performance can be accomplished only by an addition to our existing contract. We prefer a firm price mechanism rather than by force account. The main benefit to be derived is to minimize the inconvenience to the public and property owners in the project area by achieving a timely, coordinated performance of all the work in one package.

(d) Since the cost of the additional work to be performed by the contractor is 22.2 percent of the original contract amount, we respectfully request your consent to exceed the 10 percent pricing limitation. Because of the short construction time available, we must ask your expedited consideration of this request by your unanimous consent procedure.

Sincerely,

for H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
J. L. Sollis
W. E. Schwartz [redacted]

Ontario
FALLS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

July 28, 1977

FILE:

FROM: Dale D. Allen
Region 5 Construction Engineer

TO: C. T. Keasey
Construction Engineer

S A L E M

SUBJECT: Price Agreement No. 1
W. Idaho Ave.-S.W. 4th Ave (Ontario) Section
City of Ontario
Malheur County
Contract No. 8550

Attached for your approval is Price Agreement No. 1 with letter of transmittal by the resident engineer, checklist, cost justification, and copies of correspondence with the City of Ontario.

This project was awarded with the understanding that the "removal of structures and obstructions" would be performed by the City of Ontario (page 13, Section 202 of Special Provisions). After the award of the contract, the City Manager requested that this work be added to the contract and performed by the contractor. The City and the contractor negotiated the attached lump sum price agreement for $51,000.00. The estimate provided by our Cost Analyst to perform this work was $55,400.00.

While we understand that this price agreement will have to be approved by the Contract Review Board, we wish to request tentative telephone approval to proceed with the work and not delay the contract.

Also, this office has been in contact with Bob Prange in the Program Management Section to revise the agreement which spells out how the City will make payments on the non-participating work. The revised agreement will stipulate that the City will increase their August 8, 1977 payment by $10,000 and their October 3, 1977 payment by $41,000 to cover this price agreement.

Please advise whether we are to submit a request for an increase in contract authorization.

Also, for your information, I advised Mr. Prange that we did not anticipate any increase in the estimated engineering cost because of this increase in the contract.

DDA:sh
Attachments

cc Bob Prange
Frank Burnett

PROJECT MANAGEMENT

PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐

AUG 1 1977

File: PM FA
TAA Prange LG OP

#8550

8

July 26, 1977

City of Ontario
P. O. Box 159
Ontario, OR 97914

Attention: Ron R. Blankinship
City Recorder

Misc. Contracts and
AGREEMENTS No. 5695

Gentlemen:

Attached for your files is a fully executed copy of a supplemental agreement concerning S.W. 1st Street and S.W. Oregon Street in the City of Ontario, Malheur County.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8550

bc w/att: Roger Lang, Region [redacted] Upon receipt of City's check, notify Virgil Boyd at [redacted]878-6563, attach a copy of the notification of advance deposit No. AD-296, and submit to Finance Branch. Send agreement directly to Local ~~Local~~ Programs Unit.

June 27, 1977

City of Ontario
City Hall
Ontario, OR 97914

Attention Mr. John B. Collins
City Manager

Gentlemen:

On June 23, 1977 a satisfactory bid was received from Douglas S. Coats Construction, Bend, Oregon for construction on W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section, FAU 5755 and 5765.

The anticipated construction cost based on their bid is as follows:

	PARTICIPATING	NON-PARTICIPATING
Bid Items	$166,290.30	$ 62,813.20
Permanent Pavement Striping	1,250.00	1,250.00
Furnish & Install 8x18.4 Steel I Beams	--	1,100.00
Contingencies	7,539.31	2,932.34
9% Engineering	15,078.63	5,864.69
Estimated Total Cost	$190,158.24	$ 73,960.23
Preliminary Engineering	10,850.86	
LESS:	$200,434.00	
Federal ~~Match~~ Funds	-142,621.00	
State Match Funds	- 20,113.00	
P.E. Advance Deposit	- 3,700.00	
		$ 33,575.10
Estimated Advance Deposit	$107,535.33 or	$107,500.00

Please make your check in the amount of $107,500.00, or $20,000.00 and Agreement No. 5695, completely executed, payable to the Oregon State Highway Division and send it to Mr. Roger Lang, Region 5 Federal Aid Engineer, P. O. Box 850, La Grande, Oregon 97850, prior to July 20, 1977.

Very truly yours,

Robert H. Prange
Local Programs Manager
Program Management Section

FFH:ljt

NOTED

#8550

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

June 10, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 23 on the following projects:

1. Main St-Cedar St (Philomath)
   S 19th St, Benton County

   Curbs and walks

   City responsibility

2. Circle Bar Section
   Crane-Venator County Road 37, Harney County

   Surfacing and structure

   County responsibility

3. Linn Road-Sams Valley Highway
   Crater Lake Highway, Jackson County

   Paving

   Six-foot shoulders to be signed and striped as bikeway

4. Valley River Bicycle-Pedestrian Bridge
   Eugene, Lane County

   Grade, pave and structure

   Bikeway project - City of Eugene and Federal Government

5. Fox Valley-Mill City
   Lyons-Mill City Road, Linn County

   Grade and pave

   County responsibility

6. W. Idaho Ave-SW 4th Ave (Ontario)
Malheur County

Paving and walks

City responsibility

7. Cairo Junction-Nyssa
Central Oregon Highway, Malheur County

Paving - 4-foot shoulders provided

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Browning Ave SE-Hilfiker Road SE (Salem)
Pacific Highway East, Marion County

Grading, paving and signals

Six-foot shoulders will be constructed to provide for future bikeway

9. Columbia Slouth Frontage Roads
East Portland Freeway, Multnomah County

Grading, paving and structures

Bikeway to be provided under later contract

10. North Tigard Interchange and Lake Road Interchange
Pacific Highway and East Portland Freeway
Multnomah and Clackamas Counties

Barriers and signing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Rockaway (N 3rd Ave)
City of Rockaway, Tillamook County

Grading and paving

City responsibility

12. Hot Lake Overcrossing-Union
La Grande-Baker Highway, Union County

Paving

Same as #7 except that 2- to 4-foot shoulders are provided

13. N Cherry St-Wallowa Lake Highway
Cove Ave and N Portland St, La Grande, Union County

Grading and paving

City responsibility

14. Denney Road Interchange
Beaverton-Tigard Highway, Washington County

Grading, paving, structure, signing and illumination

Eight-foot sidewalk provided on Denney Road within project limits

15. Spray-Kimberly
John Day Highway, Wheeler County

Grading, paving and structure

Same as #7 except that 4-foot shoulders are provided

16. Rock Creek Section
Willamina-Sheridan Highway, Yamhill County

Grading, paving and structure

Same as #7 except that 4- to 8-foot shoulders are provided

17. NE 20th St-NE 8th St (Newport)
Oregon Coast Highway, Lincoln County

Paving

Same as #10 - overlay only

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8550

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-1-77

FEDERAL AID PROJECT NO.
-5755(1) & M-5765(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-79 & M-80

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
6-1-77	6-1-77	FAU 5755 and 5765
		STATE ROUTE NUMBER: City Streets

GENERAL LOCATION:

Idaho Avenue to S.W. 4th Avenue (Ontario)

GENERAL DESCRIPTION OF WORK:

Paving (Code 6201-Miles .0502)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping (SF) $2,500

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $208,179-Federal Funds $162,775.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. K. Hoomer	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Ontario

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5 12477
Donald L Rout

6-23-77 Bid Letting _____ All Clear Deadline (Ontario)

SECTION W. Idaho Ave - SW 4th Ave.
Highway FAU 5755 - 5765
County Malheur Region ____
Type of Work E.D Funds FAUS
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Non-major - no significiant problems
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey	X					
Cultural Salvage	X					
NOISE:						
Noise Study	X					

8550

Section W. Idaho Ave - Sh. 14th St. (Ontario) Programming Estimate $ _____

Highway FAV 5755 & 5765 Project Length 0.25 mile

County Malheur 5-24-77 Completion Time 100 Calendar Working Days

Kind of Work Paving & Walks (Nov. 1, 1977)

Prefix 323-1960 FA Project No. M-5755(1) & M-5765(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 248,030 ✓

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	2400
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished _____	
Install Water Meter	
Furnish Water	
Laboratory Fees	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Furnish Mail Box Posts	
Adjust Utilities _____	
_____	
_____	
_____	
Misc. Permit Fees _____	
Furnish & Install 8x18.0 Steel I. Beams	1200 -

$ 3600 ✓

$ 251,630 -

Contingencies (4-1/2%) 11,323 35

Engineering (9 %) 22.646 70

SUBTOTAL $ _____

Credit for _____ . . . . . $ _____

Estimated Net Authorization, Construction . . . . . $ 285,600 05

APPROVED

_____ 5-24-77

Road Design Engineer

5-24-77 Letter Request for Authorization

N

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 5-18-77

Section W. Idaho Ave - S.W. 4th Ave. (Ontario)

County Malheur

Kind Of Work Grading & Paving

Length 0.25 mi

Name Galloway 5-23-77 ✓

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (8%)		Lump Sum	All		18,400
2	Temporary Protection And Direction Of Traffic		Lump Sum	All		9,000
3	Temporary Signs		Sq. Ft.	280	6.00	1,680
4	Temporary Barricades		Each	24	85.00	2,040
5	Flagmen		Hour	40	16.00	640
	ROADWORK					
6	Class "C" Asphalt Concrete		Ton	2,500	22.50	56,250
7	Asphalt In Tack Coat		Ton	3	250.00	750
8	6-inch Sewer Pipe		Lin. Ft.	160	7.00	1120
9	2-inch PVC Pipe		Lin. Ft.	185	5.00	925
10	4-inch PVC Pipe		Lin Ft	810	7.00	5670
11	Concrete Inlets, Type C.G.		Each	27	400.00	10,800
12	Concrete Walks		Sq. Yd.	7800	10.00	78,000
13	Reinforced Concrete Walks		Sq. Yd.	535	12.00	6420
14	Concrete Sidewalk Overlay		Sq. Yd.	150	8.30	1,245
15	Concrete Driveways		Sq. Yd.	1,660	14.00	23,240
16	Concrete Curbs		Cu. Yd	330	95.00	31,350
17	Reconditioning Steel Beams		Each	50	10.00	500
						248,030

8550

LRW ONT LAG 22 5-10-77 10.44 AM

Ontario
6558

VERSTEEG
LOCATION

RE IDAHO AVENUE-SW 4TH AVENUE IN ONTARIO.

HIATT WILL REVIEW PLANS WTH CITY TODAY IF THEY ARRIVE. I ONLY HAVE THESE COMMENTS -

1. SURFACE PREPARATION OF SIDEWALK TO RECEIVE OVERLAY. SPECS SHOULD INCLUDE SOME TYPE OF CLEANING, SUCH AS - ~~XXX~~ SANDBLASTING, AND BONDING AGENT, SUCH AS NEAT - CEMENT.

2. I ASSUME THERE WILL BE NO SCORING OF SIDEWALK OVERLAY. NO DETAIL SHOWN.

3. SHEET 2A NOTE ON TYPE OF REINFORCEMENT AS DIRECTED BY ENGINEER. BETTER DECIDE WHAT IS REQUIRED AND PUT ON PLAN.

DALE ALLEN

CC HIATT

DLM309:4.

1 Versteeg ✓
Olson
2 Christensen DC
Scott
3 Swenson AHB
Savage
Trout

RECEIVED
MAY 10 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard Reed
Cole Sample
Eriksen JE Watson
Hager Wolte

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

2550

5-9-77

Roger Long says Schwartz talked to Rulien re: advance deposit for City match & 100% City Costs. Schwartz says Rulien told him that City is required to put up normal match and we will trust them for the 100% City costs.

George Hopkins discussed this with Rulian and Larry says Schwartz misunderstood what he said. City will be required to put up their match plus 100% city costs prior to award of contract or if they have difficulty raising money then they should let us know when they can have Adv. Dep. to us.

2

8550

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: W. Idaho Ave.-S.W. 4th Ave. (Ontario)
Highway: F.A.U. 5755 & 5765
County: Malheur
Prefix: 323-1960
Res. Engr. C. D. Hiatt

Date May 6, 1977
Ten Year Traffic Coefficient 7.0
18 kip s.a. per day 31.0
R value 12
Frost Penetration 24"+
CBE Total Requirement 22.0"

STRUCTURAL SECTION
* "EXISTING ROADWAY"
(Variable Width)

ACTUAL THICKNESS	COMPONENT	CREDIT
2.5"	A.C.O.L. (Class C) with an extra allowance (0.5") for leveling.	

PROJECT MANAGEMENT
MAY 11 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

* Overlay thickness determined by deflection measurements.

1250

4-22-77

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-5755(1) and M-5765(1)
Project Name Idaho Avenue to S. W. 4th Avenue (Ontario)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

PROJECT MANAGEMENT
APR 25 '77
REFER TO:
OR
FOR
Info | Investigate | R/D | Action | File | Letter | See me

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Ontario, Oregon, this 22 day of April, 1977

City of Ontario

Certified By:

Regional Right-of-Way Supervisor
Date 4/22/77

CC J.B. Boyd
D.E. Swann
C.T. Keasey
J. Chidsey
4-26-77 (W)

John B. Collin
City Manager Mayor

City Recorder

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

(11)
√ NOTED

8550

Mr. Roger Lang
Region 5 Federal Aid Engineer

April 8, 1977

Robert H. Prange
Local Projects Manager

S. W. 1st Street and S. Oregon Street
FAUS Routes 5755 and 5765
City of Ontario

The design material sent in with Dale Allen's letter of March 31 has been given to the Road Design Section along with the rest of the location data. We can see no problem in allowing a 30-day time period between bid opening and contract award.

RHP:sch

NOTED
MAINOR C. HOLMES

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
March 31, 1977

FROM: D. D. Allen
Regional Construction Engineer

TO: Bob Prange
Local Projects Manager

S A L E M

SUBJECT: Ontario (S. W. 1st St. and S. Oregon St.)
FAU #5755 and 5765
Prefix #323-1960

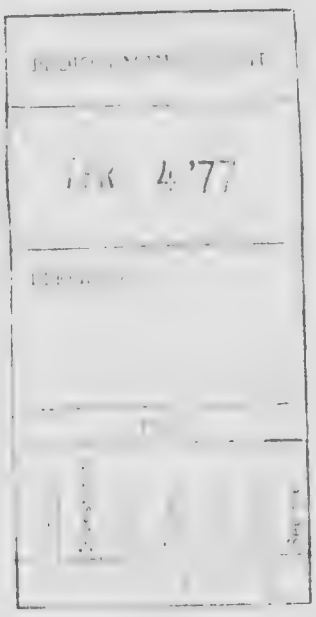
Attached is a letter from the resident engineer and the city manager of Ontario authorizing us to proceed with the design and award of the above project. Also attached are four sheets of sidewalk detail plans, one copy of the revised cost estimate and one copy of the revised detail map. Would you see that the Design Section receives copies of these attachments.

We call your attention to the third item in Collins' letter in which he requests a 30-day delay period between the bid opening and the date of award to allow for the finalizing of the Local Improvement District.

Also, the resident engineer advised that a stage construction plan will be submitted in the near future.

DDA/dlm
Attachments

cc: Versteeg
Hiatt



Copies To: Hal Versteeg

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Ontario, Oregon

March 24, 1977

FILE:

FROM: C. D. Hiatt
Resident Engineer

TO:
W. E. Schwartz
Reg ional Engineer
La Grande, Oregon 97850

Attention: D. D. Allen
Regional Construction Engineer

SUBJECT: Ontario (S.W. 1st. St. And
S. Oregon St.)
F.A.U. No. 5755 And 5765
Prefix No. 323-1960

Herewith find correspondence from the City of Ontario requesting final design on the subject project be initiated.

The City of Ontario has noted revisions to the project in this correspondence. A revised estimate of cost and a print of the project detail map is included indicating these revisions.

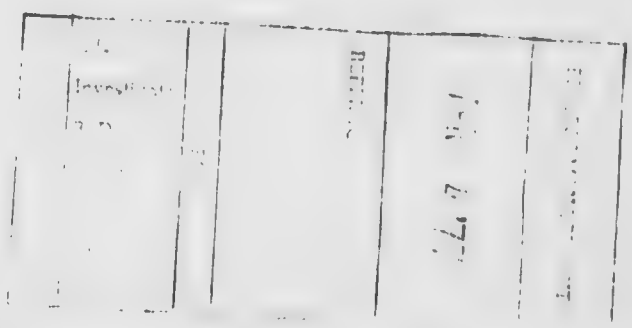
We have deleted the mobilization item from the estimate of cost, after review of the revised project. Our reasoning for this deletion is the probability of the asphaltic concrete overlay portion of the project being done by a local paving contractor. Performance of the sidewalk and curb removal by the City of Ontario, which deletes the majority of the equipment required for the project, and the small amount of equipment required for sidewalk and curb construction.

The City Manager, Mr. John B. Collins, and local affected businessmen requested at the City hearing on March 22, 1977, that a project completion date of October 15th. be stipulated due to the holiday season that occurs during the latter part of the year.

At this hearing a request was made to include as a project alternate, a Portland Cement Concrete pedestrian crossing at each midblock sidewalk ramp locations on Oregon St., in lieu of painted pedestrian crossings. We have not included this item in the cost estimate as this appears to be an after thought by the City Manager and could be handled by price agreement, if the City desires this type of crossing.

A discussion was held during the above noted hearing concerning pedestrian and vehicular traffic during construction. A stage construction plan will be submitted to reasonably conform to the requests made by the interested parties.

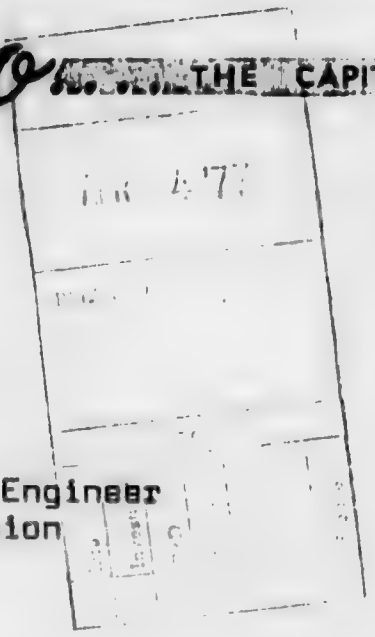
cc: Roger Lang
Encl:



CITY OF

Ontario

THE CAPITAL OF EASTERN OREGON



FROM THE OFFICE OF CITY MANAGER

ONTARIO, OREGON
97914

March 14, 1977

Mr. C. D. Hiatt, Resident Engineer
Oregon State Highway Division
359 S. W. 4th Avenue
Ontario, Oregon 97914

Dear Mr. Hiatt:

The City of Ontario hereby authorizes the Oregon State Highway Division to proceed with the design, bidding and awarding of a contract for the construction of the Ontario (S. W. 1st and Oregon Street) project as per your submitted plan and estimate with the following exceptions:

1. Delete item No. 6, Removal of Structures and Obstructions. This work will be performed by City forces.
2. Reinforced concrete sidewalk section shall be constructed over existing sidewalk vaults rather than filling.
3. A 30 day period be allowed from date of bid opening to date of award, to allow for the finalizing of the Local Improvement District.
4. Salvage some of the existing sidewalk and curb and match new to existing as shown on attached drawings.

We would appreciate the opportunity to review the plans and specifications before your call for bids. We would also like to review the schedule for calling for bids, award date and tentative construction schedule as soon as these are known.

Very truly yours,

John B. Colline

John B. Colline
City Manager

JBC:rmg

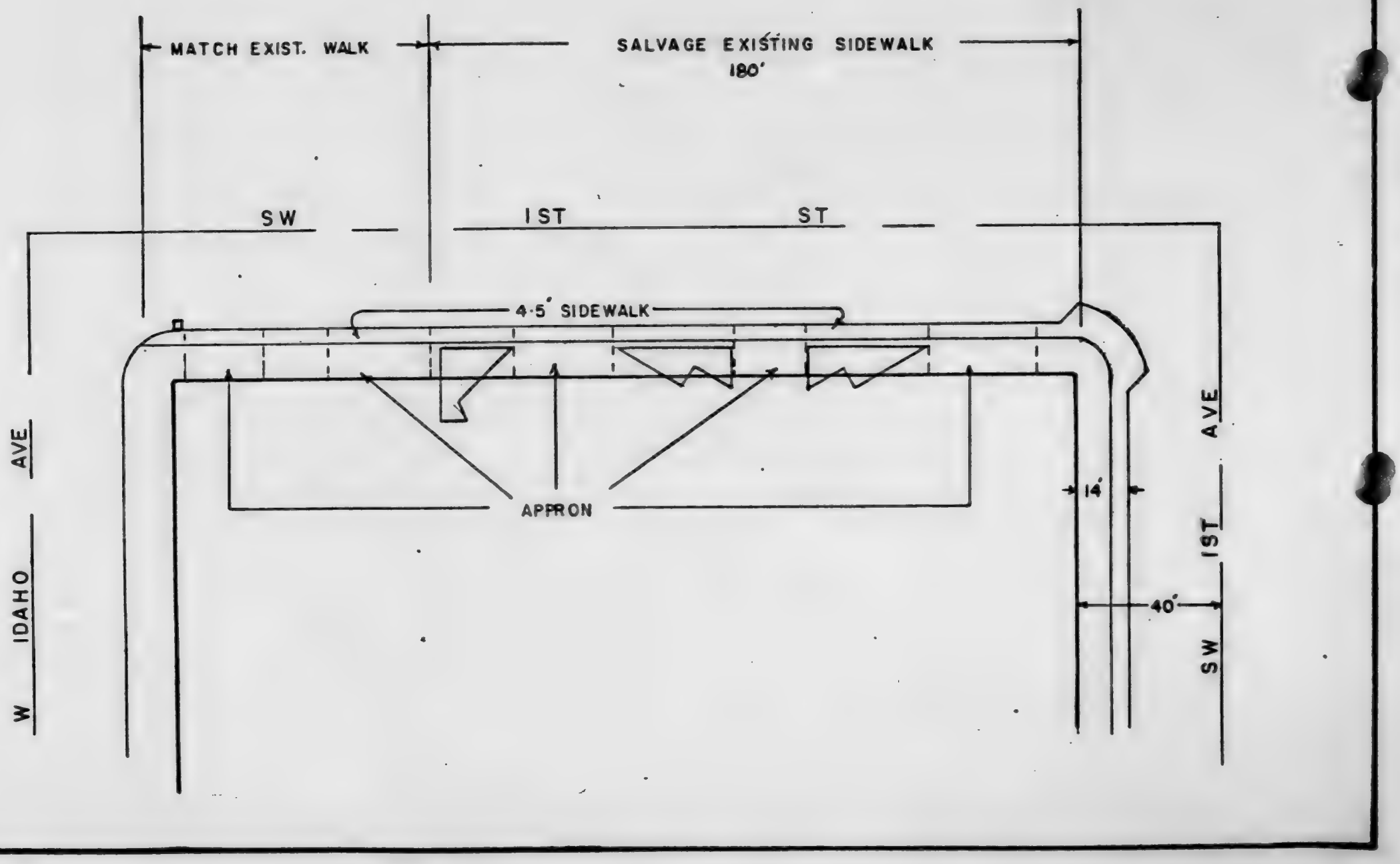
Encl:

CITY OF ONTARIO

DOWN TOWN AREA

SCALE
1"=40'

DATE
3-14-77

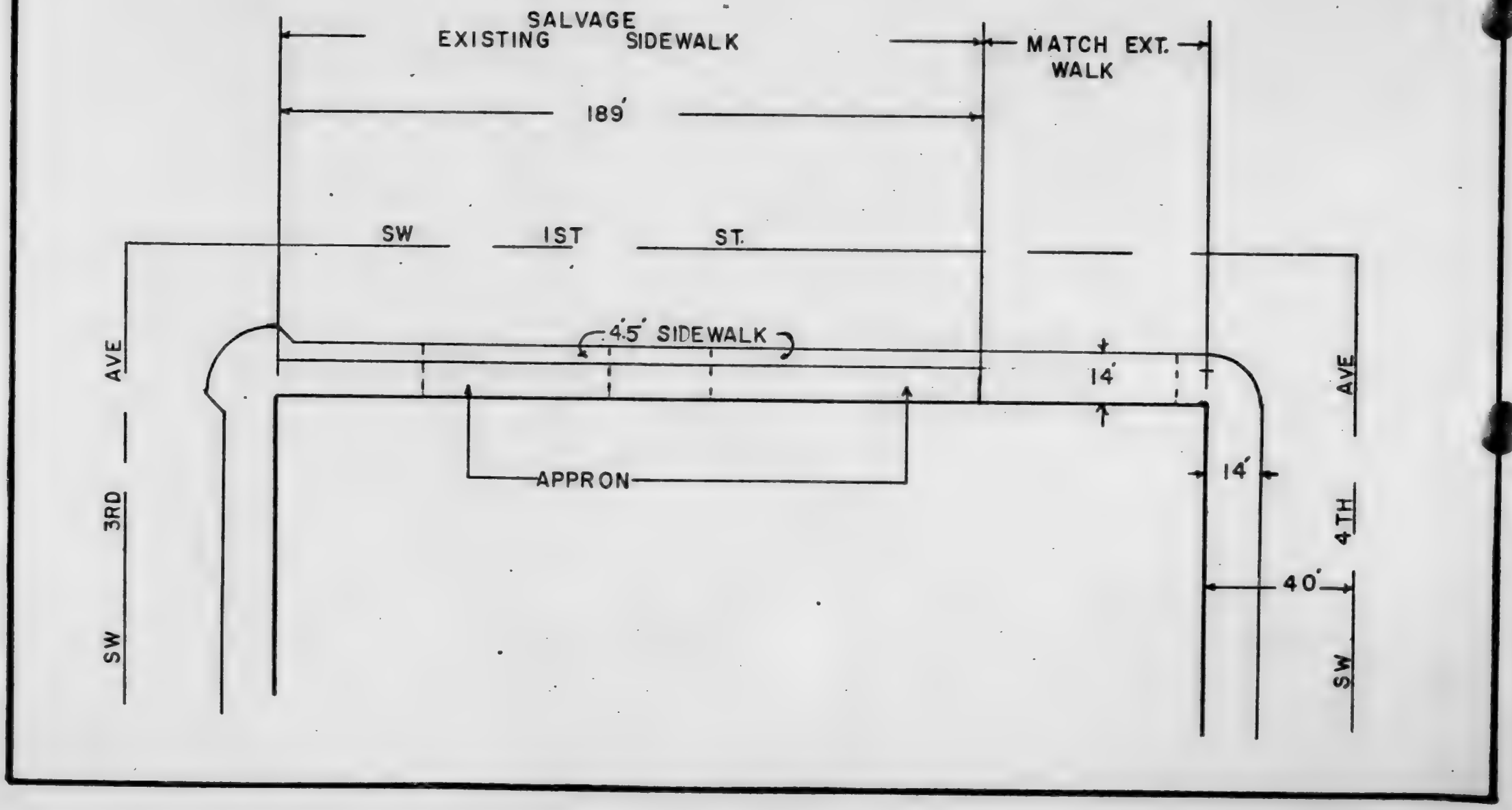


CITY OF ONTARIO

DOWN TOWN AREA

SCALE 1"=40'

DATE 3-14-77

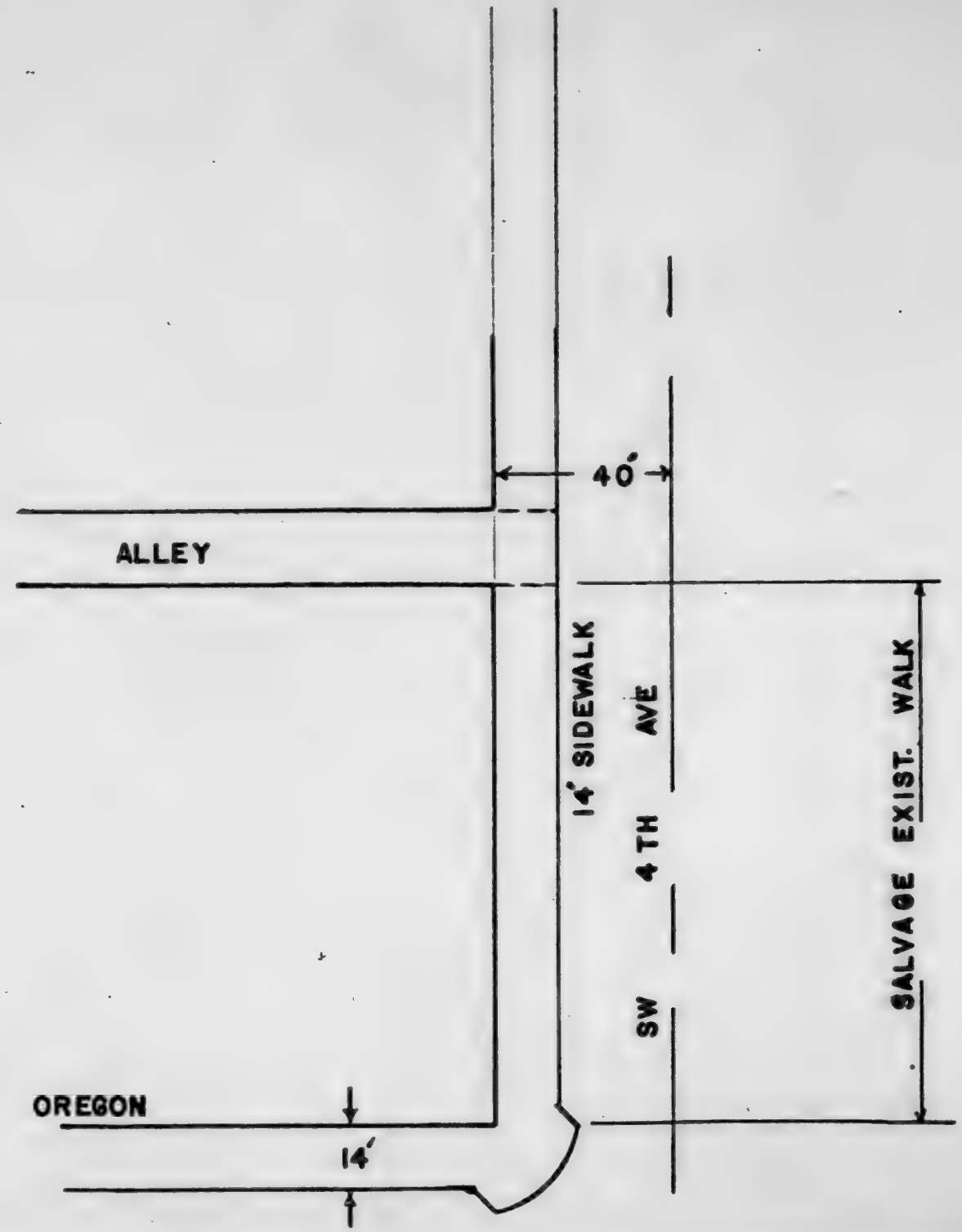


CITY OF ONTARIO

DOWN TOWN AREA

SCALE
1" = 40'

DATE
3-15-77

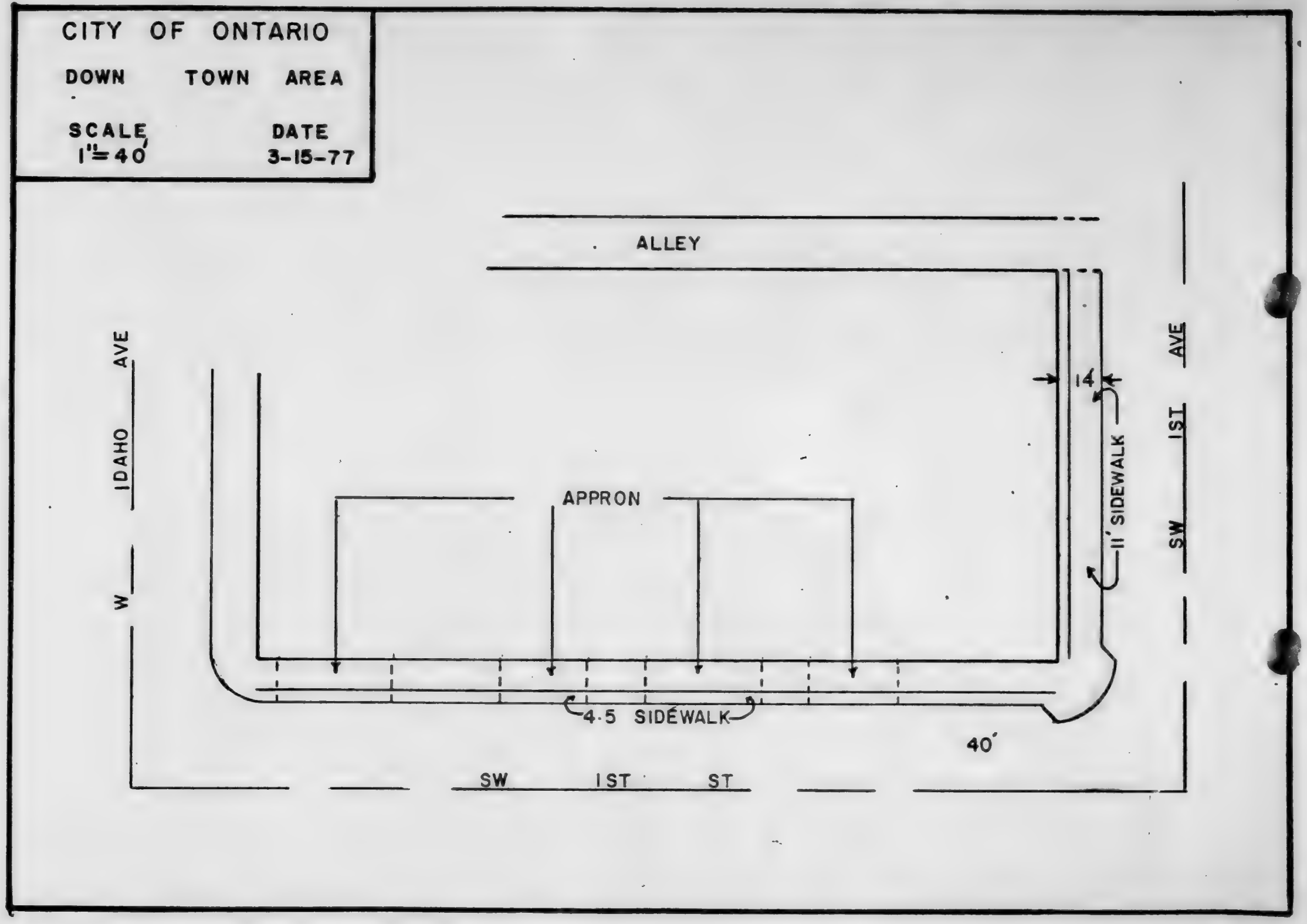


CITY OF ONTARIO

DOWN TOWN AREA

SCALE
1"=40'

DATE
3-15-77



Form E-147

OREGON STATE HIGHWAY DIVISION

COLUMNAR TABULATION SHEET

Ontario (S.W. 1st. St. & S. Oregon St.)
F.A.U. No. 5755 & 5765
Prefix 323-1960

ITEM SUMMARY AND COST ESTIMATE

ITEM No		ITEM	UNIT	UNIT PRICE	NON QUA
1	Temporary Protection And Direction Of Traffic		Lump Sum		
2	Temporary Signs		Sq. Ft.	6.50	
3	Temporary Barricades, Type II		Each	80.00	
4	Flagmen		Hour	16.00	
		ROADWORK			
5	3/4"-0 Leveling Course		Ton	3.10	2
6	Class "C" Asphaltic Concrete Mixture		Ton	17.00	7
7	Asphalt Cement In Mixture		Ton	95.00	
8	Asphalt In Tack Coat		Ton	250.00	
9	4-inch Drain Pipe		Lin. Ft.	7.00	
10	2-inch Drain Pipe		Lin. Ft.	5.00	
11	Concrete Inlets, Type CG/Special Grates		Each	400.00	
12	Monolithic Concrete Curb & Gutter, Type "A"		Lin. Ft.	4.25	2.3
13	Concrete Sidewalks		Sq. Yds	10.00	2.5
14	Reinforced Concrete Sidewalks		Sq. Yds	24.50 24.50	
15	2-inch Concrete Sidewalk Overlay		Sq. Yds	8.30 8.30	
16	Concrete Driveways		Sq. Yds	13.00 13.00	
17	Recondition 8X18.4 I-Beams		Each	10.00 10.00	
18	Furnish & Install 8X18.4 I-Beams		Lin. Ft.	9.00 9.00	
		ITEM TOTAL			
	Engineering & Contingency			20%	
		TOTAL			

SHEET ..... OF ..... SHEETS

UNIT PRICE	NON-PART QUANTITY	NON-PART AMOUNT	PART. QUANTITY	PART. AMOUNT	TOTAL QUANTITY	TOTAL AMOUNT			
	28%		72%		100%				
6.50	75.0	487.50	185.0	1,202.50	260.0	1,690.00			
80.00	9.0	720.00	23.0	1,840.00	32.0	2,560.00			
16.00	12.0	192.00	28.0	448.00	40.0	640.00			
3.10	208.0	644.80	952.0	2,951.20	1,160.0	3,596.00			
17.00	731.0	12,427.00	1,730.0	29,410.00	2,461.0	41,837.00			
95.00	44.0	4,180.00	104.0	9,880.00	148.0	14,060.00			
250.00	1.2	300.00	2.8	700.00	4.0	1,000.00			
7.00			1,076.0	7,532.00	1,076.0	7,532.00			
5.00	66.0	330.00	112.0	560.00	178.0	890.00			
400.00	7.0	2,800.00	21.0	8,400.00	28.0	11,200.00			
4.25	2,390.0	10,157.50	4,980.0	21,165.00	7,370.0	31,322.50			
10.00	2,528.0	25,280.00	5,300.0	53,000.00	7,828.0	78,280.00			
24.50 24.50	22.2	2,993.90	412.5	10,106.25	534.7	13,100.15			
8.30 8.30	150.0	1,245.00			150.0	1,245.00			
13.00 13.00	266.0	3,458.00	1,351.0	17,563.00	1,617.0	21,021.00			
10.00 10.00	17.0	170.00	33.0	330.00	50.0	500.00			
9.00 9.00	26.0	234.00	98.0	882.00	124.0	1,116.00			
		66,804.10		169,015.55		235,819.65			
20%		13,360.82		33,803.11		47,163.93			
		80,164.92		202,818.66		282,983.58			

8550

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
EP-97859-724

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Ontario
P. O. Box 159
Ontario, Oregon 97914
Attention of Mr. John B. Collins
City Manager

Request No. (assigned by staff engineer or head of section) cc-1682

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $3,700.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering on W. Idaho Ave.-S. W. 4th Ave., S. W. 1st St. (FAU 5755) and S. W. Oregon St. (FAU 5765). Covered by agreement dated 6/30/76		2,700.00
		To be Retained		$1,000.00
		Acct. Ref. ONTARIC 001355 APE		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $3,700.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 323-1960-295

Submitted by: F. F. Hildebrandt

Approved:
Regional Engineer

Approved: G. N. Hopkins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8550

jaw

NARRATIVE REPORT

2-11-77

Ontario (S.W. 1st. Street & S. Oregon Street)
Malheur County

Mapping control was established from existing city monuments at street intersections, with elevation originating from a U.S.C. & G.S. monument. There were no errors encountered in the survey, street monuments closed within tolerance.

The purpose of the survey was to improve street profiles, replace existing curbs and sidewalks, and construct a asphaltic concrete overlay on the street sections involved.

The existing curbs and sidewalks are in poor condition, with concrete deterioration prevalent through out, and considerable sidewalk slab deflection apparent. Gutter line vertical alignment is poor. The street sections will require adjustment by asphaltic concrete patching prior to overlaying.

The project improvement will facilitate public use of the down town area, and remove existing public safety hazards.

The local businesses involved within the improvement area are in general agreement that the improvements are necessary.

No other route selection was considered as this project is concerned only with improvement of the existing business area street section of Ontario.

The no-build alternative was not considered due to the aforementioned condition of the existing facility.

The City of Ontario has complete jurisdiction over the project area.

The normal methods of construction will be used for all aspects of the project.

The only enviromental disturbance foreseeable is during construction. The completed project will not alter the existing enviromental conditions.

Property owners and businesses adjacent to the project requested the improvement be considered through the City of Ontario planning commission, with the effected owners participating in the cost of the improvement. No argument against the project has been encountered.

No Right of Way acquisitions will be required as all construction will be confined within the existing right of way.

2-11-77
Survey Data is being held by Location awaiting a decision from City regarding financing & scope of project.
GEZ
2-23-77
Roger says noword from City.

Hopkins
Harwell
Holmes
Orange
Union

RECEIVED
FEB 11 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

The length of the line, which includes all city streets involved, is 4, 824 feet.

Type of roadbed planned for the section is a 52 foot wide asphaltic concrete section with monolithic curb and gutter. A 13½ foot sidewalk will be constructed behind both curb lines.

The project is all tangent alignment.

Total cost of construction is estimated at $400,345.00, and includes engineering and contingencies. Alternate No. 1 would increase the cost to $420,773.00.

The standards used for the project will be the Oregon State Highway Standard Specifications - 1974, and City Of Ontario standards for monolithic curb and gutter, and sidewalk construction.

No structures are included in the project.

No public recreation or historical sites, of any type, will be affected by the project.

The one condition that will affect the cost of the project somewhat is the existance of basement vaults located beneath the existing sidewalks. These vaults exist at six different locations. The vaults are primarily used for storage or have been vacated.

Two possible construction procedures are; remove the existing sidewalk, reform the sidewalk, which will require shoring and cribbing, and repour. This will leave the vaults open for use. The 2nd. procedure would require removal of the existing walks, construct a retaining wall at the sidewalk and building limits, and backfill the vaults with pit run material, then re-pour the sidewalk. This will eliminate use of the vaults. The first procedure would be the less costly.

Removing the existing side alk to a elevation two-inches below the sidewalk grade, and pouring a two-inch overlay was considered, but this method appeared to be nearly as expensive, and the end result could be less than satisfactory. The age and condition of the concrete and reinforcement in the existing sidewalks does not appear suitable for this method of construction.

No accesses to the vault areas are planned from the street area. All access would be from within the adjacent buildings.

The City of Ontario is undecided at this time as to the disposition of these basement vaults. Their decision will dictate the method of construction to be planned.

Grade and alignment points are controlled by city street monuments, and existing street grades.

No slides or unstable foundations will be encountered.

No crossings of streams or railroads will be involved. No road or street crossings will be involved except for those under project construction.

No material sources were investigated as the small quantity of aggregates required will undoubtedly be obtained from local commerical sources.

One bid item of mention that is included in the cost estimate is re-conditioning of the existing 8"10#.4 steel I beams, which support the existing sidewalks at the basement vault locations. Many of these beams have considerable rust and scale adhering to them. The beams should be cleaned by sand blasting or steel brush and repainted. The steel sections that can be viewed appear to have retained their original dimensions within tolerance.

All utility adjustments are to be performed by the City of Ontario as per project agreement. These include power poles, illuminaire poles, sewer manholes, water meters, and telephone facilities.

Pedestrian ramps are included in the curb and sidewalk construction plan at the City of Ontario's request. Typical sections have been drawn for these ramps and include a water connection stubbed at each ramp for possible irrigation of vegetation that the city might want to locate at the ramp locations. The city was advised it would be their obligation to furnish and install the necessary water lines and valves the installations might require. All lines will have to be installed during sidewalk construction.

A 100 foot section of sidewalk on S.W. 1st. Ave. has been designated for a 2-inch overlay of the existing sidewalk. The section was not planned for sidewalk removal at the city's request. Inconvenience to the adjacent building and its facilities prohibit removal of the existing sidewalk. A bid item for 2-inch sidewalk overlay is included in the estimate.

C. D. Hiatt
Res. Engr.
Ontario,

DEAU 5755 & 5765
Prefix No. 323-1960

Alternate 1,

7								3.10
8								17.00
9								95
10								250.0
								2.0
								5.0
								0.9
								20 Ft

SHEET ..... OF ..... SI

	27"	3,825.		115.	135"				
	27"	1,721.25		4,590.	170"	6,315.00			
6.	75.0	441.00	165.0	4,725.00	270.0	1,620.00			
20.	1.0	720.00	13.0	1,845.00	30.0	2,565.00			
1	12.0	172.80	22.1	360.00	40.0	1,200.00			
	297.	16,335.	717.	31,590.00	1,197.	53,865.00			
3.10	208.	49.92	152.0	2,457.20	1,160.0	2,784.00			
17.00	965.0	13,895.00	1,825.0	31,115.00	2,210.0	14,300.00			
95.	46.0	4,370.00	110.0	10,450.00	156.0	14,820.00			
250.0	1.2	300.00	2.0	500.00	4.0	1,000.00			
2.0			4,914.00	7,552.00	1,016.0	2,592.00			
5.0	66.0	330.00	330.0	1,650.00	198.0	990.00			
	7.0	2,940.00	1.0	5,460.00	28.0	11,760.00			
	2,508.0	1,454.64	903.0	523.74	4,514.0	2,617.20			
	2,862.	1,203.00	1,031.0	61,103.30	5,711.0	2,399.00			
	150.0	1,245.00			150.0	1,245.00			
	276.0	3,588.00	1,755.0	22,815.00	2,031.0	26,403.00			
	5,0	875,00	80.0	14,000.00	85.0	14,875.00			
0.9	343.0	1,372.00	1,457.0	2,187.50	1,715.0	6,860.00			
	485.0	1,940.00	1,164.0	5,820.00	1,455.0	5,820.00			
		94,828.25		255,915.15		350,644.00			
20 %		18,965.65		51,163.35		70,129.00			
		113,793.90		306,979.10		420,773.00			
				182,620	FED. FUNDS	182,850			
				$164,359	TOTAL MATCH		144,244		
				20,115	STATE MATCH		113,794		
				144,244	CITY MATCH		#258,038	TOTAL CITY COST EXCLUDING P.E	

Form E-111

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

1	Mobilization						Lump Sum		
2	Temporary Protection and Direction of Traffic						Lump Sum		
3	Temporary Fence						Lin. Ft.	600	
4	Temporary Barricade, Type II						Each	200	
5	Flagman						Hour	100	
	ROADWORK								
6	Removal of Structures & Obstructions						Lump Sum		
7	3/4" Crushed Gravel						Ton	3,000	
8	Class "C" Asphaltic Concrete Wearing Course						Ton	1,700	
9	Asphalt Cement in Wearing Course						Ton	170	
10	Lime in Top Course						Ton	20	
11	Fine Drain Pipe						Lin. Ft.	1,600	
12	Coarse Drain Pipe						Lin. Ft.	500	
13	Concrete Inlet, Type C&S Special Grate						Each	2	
14	Monolithic Concrete Curb & Gutter, Type "A"						Lin. Ft.	2,100	
15	Concrete Sidewalk						Sq. Yd.	1,800	
16	Reinforced Concrete Sidewalk						Sq. Yd.	345	
17	4-inch Concrete Sidewalk Overlay						Sq. Yd.	200	
18	Driveways						Sq. Yd.	200	
19	Rock Fills, 24"x24" I-Beams						Each	100	
20	" " 12"x12" I-Beams						Lin. Ft.	40	
		Engineering & Inspection						20%	

SHEET ..1.. OF ..1.. SH

	28%			14,116.00	100%				
	28%	1,108.00		4,312.00	100%	6,1			
6.5	75.0	2,212.50	185.0	1,202.50	260.0	1,6			
80.0	1.0	720.00	23.0	1,840.00	40.0	2,5			
4.0	12.0	192.00	28.0	448.00	40.0	6			
	29%	16,0		5,32		55,1			
3.1	208.0	1,4	22.0	2,1	1,1	5,5			
17.5	715.0	13,0	1,8	31,1	2,6	49,4			
15.0	46.0	1,378.0	110.0	10,450.00	154.0	14,7			
2.5	1.2	300.0	2.8	700.00	4.0	1,0			
7.0			1,3	7,532	1,0	7,532.0			
5.5	66.0	5	112.0	560.00	178.0	8,1			
40.0	7.0	2,8	21.0	8,400.00	28.0	11,200.00			
4	2,508.0	10,65	5,5	22,686.00	7,8	33,3			
1.0	2,740.0	7,4		5,4					
24.5	122.2	2,113.10		10,10	53	13,1			
8.0	150.0	1,245.00			15	1,24			
13.0	276.0	3,588.00	1,755.0	22,815.00	2,0	29,0			
10.0	17.0		33.0		57.0	5			
	26.0		19.0		124.0	1,1			
		93,717.20		240,320.45		334,037.65			
207.		18,743.44		48,064.11		66,807.55			
		112,460.64		288,384.56		400,845.20			

8550

September 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area: U
Item No.: 70413
Project No.: M-5755(1)
F.A. Route No.: FAU 5755
Section: W. Idaho Ave.-SW 4th Ave. (Ontario)
Highway: City Street
Begin M.P.: NA
Length: 0.5
County: Malheur
City: Ontario
Work: ROW, Grade, Pave
Estimated Cost: 61,000
F.A. Cost: 52,300

Note:
(1) PE authorized 6-28-76 under Project No. M-5755 (1)
(2) Minor program change to place FAU 5765 under Item No. 70440.

JLG: eb

cc: B. L. Gifford

September 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area: U
Item No.: 70440
Project No.: M-5765 (1)
F.A. Route No.: FAU 5765
Section: N. Idaho Ave.-SW 4th Ave. (Ontario)
Highway: City Street
Begin M.P.: NA
Length: 0.5
County: Malheur
City: Ontario
Work: ROW, Grade, Pave
Estimated Cost: 61,000
F.A. Cost: 52,300

Note:
(1) PE authorized 6-28-76 under Project No. M-5765 (1)
(2) Project combined with Item No. 70413.

JLG: eb

cc: B. L. Gifford

8550

July 1, 1976

City of Ontario
City Hall
Ontario, OR 97463

Attention: Ron R. Blankinship
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5695

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an urban system project on West Idaho Avenue-S.W. Fourth Avenue Section of S.W. First Street and South Oregon Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8550

FAMS

U. S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-28-76

FEDERAL AID PROJECT NO. [redacted]-5755(1) & M-5765(1)

STATE PROJECT NO. W. Idaho Ave. - SW 4th Ave.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-79 & M-80

COUNTY NAME: Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ RE
☑ RPE ☒ CE ☐ RE ☐ RPE ☐

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-28-76	FAU 5755 and 5765	City Streets

GENERAL LOCATION:

City Street - Idaho Ave. to SW 4th Ave. (Ontario)

GENERAL DESCRIPTION OF WORK:

Preliminary engineering including utility preparatory work, grading, ~~xxxx~~ drain and pave (Code 6201 - Miles 0.10)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ ACQUISITION OF RIGHT-OF-WAY

** ☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION including utility preparatory work total estimated cost of $8,200 - Federal funds $6,400.

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify)
Program Approvals
(Item 79 TEC 65,100 FF 50,800
Item 80 TEC 65,100 FF 50,800)

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I approve the subject project for inclusion in the Federal-aid program as requested by Mr. Rulien's May 27, 1976 letter.

** Authorization to proceed with the above work is subject to my letter of May 5, 1976.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-28-76	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-959

CITY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

May 27, 1976

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19)(20)	City St, Idaho Ave to SW 4th Ave (Ontario) 21	ADT	7,000	9,100 (66)	96 (70)(71)(72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	PE., Grade, Drain, Pave. 28 62	(63)(65)	(66)(69)	(68)	(70)	(71)	(72)(73)	(74)(75)	M- 14 23	5755 27

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
4	Urban System	Malheur
	NAME OF URBAN AREA 17-31 Ontario	ROUTE NO. U / FEDERAL-AID 5755 (32) / STATE City St. (36)(37)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1415)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE			0.5	4,100	3,200	450	450 (C
5					ROW							
5					CONST (CODE) 6201		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	61,000	47,600	6,700	6,700 (C
							PROJECT TOTALS	0.5	65,100	50,800	7,150	7,150 (C

(16) (23)(24) (35)

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1976
☐ ENGR. ☐ COUR. ☐ UE ☐ AE ☐ RE ☐ RPE ☐ CE ☐ UPE

CARD	CODE	PREPARED BY	REMARKS
1	1	DRH	

PROGRAM APPROVAL DATES

JUN 28 1976

FHWA OREGON DIVISION

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 27, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ity St, Idaho Ave to SW 4th Ave (Ontario)	ADT	7,000	9,100	96	10	Oregon	41	W 32	79

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ain, Pave.								M-	5755	(1)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Malheur	045	1 OR X 2
Ontario	ROUTE NO. U / FEDERAL-AID 5755 / STATE City St. / U.S. --		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			0.5	4,100	3,200	450	450 (City)	Preliminary engineering all phases incl. PE by utility forces. Gr. Dr. H-T Pave a curbed section providing 2-16' lanes with 10' parking, conc. walks and incidental work common to this type of project. ROW-80' normal; access control-none. parking restrictions-none. Utility adj. as required.
ROW								
ONST (CODE) 6201		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	61,000	47,600	6,700	6,700 (City)	
		PROJECT TOTALS	0.5	65,100	50,800	7,150	7,150 (City)	

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1976
☐ ENGR. ☐ CONR. ☐ UE ☐ NE ■ UE
☐ UPE ☐ CE ☐ RE ☐ NPE

DRH

PROVAL DATES

8 1976

EGON DIVISION

REMARKS

-OVER-

CT TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 27, 1976

CARD																			
CARD 2	REPORT NUMBER (10)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21)–(65): City St, Idaho Ave to SW 4th Ave (Ontario)				ADT	PRESENT: 6,200	FUTURE (66)–(69): 8,600	YEAR (70)–(72): 96	REGION: 10	STATE NAME: Oregon								
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28)–(62): P.E., Gr. Dr. Pave.			NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER: PREFIX LETTER(S) (14)–(23): M-	NUMBER (24)–(27): 5765							
CARD 4	CLASS OF FEDERAL FUNDS: Urban System										COUNTY NAME: Malheur								
	NAME OF URBAN AREA (17-31): Ontario										ROUTE NO. U	FEDERAL-AID (32): 5765	STATE (33)–(37): City St.						

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42–48)	STEP (53)	TERMINI (Full description) (54)–(58)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42								
5					PE			0.5	4,100	3,200	450	450 (Ci
5					ROW							
5					CONST (CODE) 6201		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	61,000	47,600	6,700	6,700 (Ci
								0.5	65,100	50,800	7,150	7,150 (Ci
									(16)	(23) (24)	(33)	REMARKS

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1976
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☑ UPE ☐ CE ☐ RE ☐ RPE

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1	DRH	
1	14	PROGRAM APPROVAL DATES	

JUN 28 1976
FHWA OREGON DIVISION

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 27, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y St, Idaho Ave to SW 4th Ave (Ontario)	ADT	6,200	8,600	96	10	Oregon	41	W32	80

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ave.								M-	5765	(1)		

Urban System

Ontario

COUNTY NAME: Malheur — CODE:

ROUTE NO. U — FEDERAL-AID: 5765 — STATE: City St. — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.5	4,100	3,200	450	450 (City)	Preliminary engineering all phases incl. PE by Utility forces.
OW								Gr., Dr, H-T Pave a curbed section providing 2-16' lanes with 10' parking, conc. walks and incidental work common to this type of project.
ONST (CODE) 6201		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	61,000	47,600	6,700	6,700 (City)	ROW-80' normal; access control-none Parking restrictions-none Utility adj. as required.
DRH		PROJECT TOTALS	0.5	65,100	50,800	7,150	7,150 (City)	

RECEIVED COUNTY & CITY SECTION JUL 1 - 1976 ENGR. GUAR. UE AE UPE CE RE UPE

PROVAL DATES

1976

CN DIVISION

REMARKS

-OVER-

W. IDAHO AVE. - S.W. 4TH AVE. (ONTARIO) SECTION
PROJECT NO. M-5765(1)

Existing Facility: Bituminous surfaced 52-foot curbed section.

Adjacent Sections: Bituminous surfaced 52-foot curbed section.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces as required.
(2) Grade, drain, high-type pavement for a 52-foot curbed section providing two 16-foot travel lanes and 10-foot parking both sides and sidewalks. Adjustment of utilities required.

Note: The work under this project is to be accomplished under the same contract as Project No. M-5755(1). The overall contract will be known as "W. Idaho Ave. - S.W. 4th Ave. (Ontario) Section".

Right-of-Way: None required.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on May 14, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design - - Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	Field Work	$3,400
	PS&E Preparation	700
	Total	$4,100

Note: This project is in Congressional District No. 2.

TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 27, 1976

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION (45 typewriter spaces): City St, Idaho Ave to SW 4th Ave (Ontario) 21 68	ADT	PRESENT: 7,000	FUTURE: 9,100 (66)(70)	YEAR: 96 (71)(72)	REGION: 10	STATE NAME: Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): PE., Grade, Drain, Pave. 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S): M- 14 23	NUMBER: 5755 27			
CARD 4	CLASS OF FEDERAL FUNDS: Urban System						COUNTY NAME: Malheur						
	NAME OF URBAN AREA: Ontario 17-31						ROUTE NO. U	FEDERAL-AID: 5755 (32)	STATE: City St. (36)(37)				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUND
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	4,100	3,200	450	450 (
5					ROW							
5					CONST (CODE) 6201			0.5	61,000	47,600	6,700	6,700 (
								0.5	65,100	50,800	7,150	7,150 (

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1976
☐ ENGR. ☐ COUN. ☐ UE ☐ NE ■ UE ☐
☑ UPE ☐ CE ☐ RE ☐ NPE

CARD 1	CODE 1	PREPARED BY: DRH	PROJECT TOTALS	(10)	(23)	(24)	(33)	REMARKS
1	14	PROGRAM APPROVAL DATES						

JUN 28 1976

FHWA OREGON DIVISION

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 27, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ity St, Idaho Ave to SW 4th Ave (Ontario)	ADT	7,000	9,100	96	10	Oregon	41	W 32	79

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ain, Pave.								M-	5755	(1)		

OS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Malheur	045	1 OR X 2
Ontario	ROUTE NO. U / FEDERAL-AID 5755 / STATE City St. / U.S. --		

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.5	4,100	3,200	450	450 (City)	Preliminary engineering all phases incl. PE by utility forces.
OW								Gr. Dr. H-T Pave a curbed section providing 2-16' lanes with 10' parking, conc. walks and incidental work common to this type of project.
ONST (CODE) 6201		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	61,000	47,600	6,700	6,700 (City)	ROW-80' normal; access control-none. parking restrictions-none. Utility adj. as required.
Y DRH		PROJECT TOTALS	0.5	65,100	50,800	7,150	7,150 (City)	

RECEIVED COUNTY & CITY SECTION JUL 1 - 1976 ENGR. COOR. UE RE UPE CE RE RPE

PROVAL DATES

1976

ION DIVISION

REMARKS

-OVER-

WEST IDAHO AVE. - S.W. 4TH AVE. (ONTARIO) SECTION
PROJECT NO. M-5755(1)

Existing Facility: Bituminous surfaced 52-ft. curbed section.

Adjacent Sections: Bituminous surfaced 52-ft. curbed section.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases including preliminary engineering by utility forces as required.
2. Grade, drain, high-type pavement for a 52-ft. curbed section providing two 16-ft. travel lanes with 10-ft. parking both sides and sidewalks. Adjustment of utilities required.

Note: The work under this project is to be accomplished under the same contract as Project No. M-5765(1). The overall contract will be known as "W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section".

Right-of-Way: None required.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on May 14, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design - - Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	Field Work	$3,400
	PS&E Preparation	700
	Total	$4,100

Note: This project is in Congressional District No. 2.

8550

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-5755(1) & M-5765(1)

STATE PROJECT NO.: W. Idaho Ave. - SW 4th Ave.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Malheur

ITEM NO.: M-79 & M-80

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 1 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Copies to [illegible] 5

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-28-76	FAU 5755 and 5765	City Streets

GENERAL LOCATION:

City Street - Idaho Ave. to SW 4th Ave. (Ontario)

GENERAL DESCRIPTION OF WORK:

Preliminary engineering including utility preparatory work, grading, ~~xxxx~~ drain and pave (Code 6201 - Miles 0.10)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- ** ☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION including utility preparatory work total estimated cost of $8,200 - Federal funds $6,400.
- ☒ OTHER (Specify) Program Approvals (Item 79 TEC 65,100 FF 50,800 Item 80 TEC 65,100 FF 50,800)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I approve the subject project for inclusion in the Federal-aid program as requested by Mr. Rulien's May 27, 1976 letter.

** Authorization to proceed with the above work is subject to my letter of May 5, 1976.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-28-76	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-455

8550 6-28-76

OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

M-5755(1) & M-5765(1)
STATE PROJECT NO.
W. Idaho Ave. - SW 4th Ave.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-79 & M-80

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 1 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-28-76	FAU 5755 and 5765	City Streets

GENERAL LOCATION:

City Street - Idaho Ave. to SW 4th Ave. (Ontario)

GENERAL DESCRIPTION OF WORK:

Preliminary engineering including utility preparatory work, grading, ~~xxxx~~ drain and pave (Code 6201 - Miles 0.10)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

** PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work total estimated cost of $8,200 - Federal funds $6,400.

☒ OTHER (Specify)
Program Approvals
(Item 79 TEC 65,100 FF 50,800
Item 80 TEC 65,100 FF 50,800)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I approve the subject project for inclusion in the Federal-aid program as requested by Mr. Rulien's May 27, 1976 letter.

** Authorization to proceed with the above work is subject to my letter of May 5, 1976.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-28-76	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—631-955

CITY OF Ontario ..... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER

☐ RE ☐ RCE ☐ RBE ☐ RME ☐ ROE ☐ RDE

JUN 21 1976

RECEIVED
REGIONAL OFFICE

ONTARIO, OREGON
97914

June 8, 1976

R. C. Lang
Regional Federal Aid Engineer
State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Dear Roger:

Enclosed is a check for our advance deposit of $3,700.00 for the Downtown Improvement Project. Enclosed also is a copy of the resolution passed by the Mayor and City Council last evening approving the contract.

I hope this completes our responsibilities. Please keep us posted on developments. We will need to know if this project is "go" to have time to form an improvement district and will need to have a proposed construction schedule that avoids the Christmas season. These facts and delays to date make it appear to be a 1977 project.

Very truly yours,

John B. Collins

John B. Collins
City Manager

JBC:rmg

Encl: Resolution
Check - $3,700.00

cc: Dick Feller
C. D. Hiatt

8550

Ontario

OREGON STATE HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 2, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. John B. Collins
City Manager
City Hall
Ontario, Oregon 97914

Dear Jack:

Pursuant to Paragraph 2, Section V of the Urban System Project Agreement executed by Mayor Cates, the Highway Division is now asking for an advance deposit of $3,700. This deposit covers 11% of the estimated preliminary engineering for On-System and 100% of preliminary engineering for Off-System.

Your early return of the deposit will allow us to get a step closer to commencement of work on the project.

Also, enclosed is an approved copy of the environmental assessment showing the Section as a Category 3 project of Non-Major action.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:sh

Enclosure

cc Richard Unrein
C. D. Hiatt

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

PRO 6-2

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 27, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management

RECEIVED
COUNTY & CITY SECTION
JUN 4 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

SUBJECT Program Data Submission
Project Nos. M-5755(1) & M-5765(1)
Malheur County

We are submitting program data submission for two projects, Item No. 79, Project No. M-5755(1) and Item No. 80, Project No. M-5765(1), "West Idaho Ave.-S.W. 4th Ave. (Ontario) Sec.", which we desire to have included in the Federal-aid Urban System Highway Program.

These projects were originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $8,200.

Project No.	Total Cost (PE)	Obligation (FA Funds)
M-5755(1)	$4,100	$3,200
M-5765(1)	4,100	3,200
Total	$8,200	$6,400

DRH:re

Encl.

cc: W. E. Schwartz (Region 5)

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 27, 1976

CARD 2	REPORT NUMBER (19)-(20): 1	PROJECT LOCATION (45 typewriter spaces) (21-65): City St, Idaho Ave to SW 4th Ave (Ontario)		ADT	PRESENT: 7,000	FUTURE (66-69): 9,100	YEAR (70-72): 96	REGION: 10	STATE NAME: Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28-62): PE., Grade, Drain, Pave.	NATL. FOREST (63-65)	FH ROUTE NO. (66-69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72-73)	PL. AUTH YR (74-75)	PROJECT NUMBER: PREFIX LETTER(S) (14-23): M-	NUMBER (23-27): 575			
CARD 4	CLASS OF FEDERAL FUNDS: Urban System						COUNTY NAME: Malheur						
	NAME OF URBAN AREA (17-31): Ontario						ROUTE NO.: U	FEDERAL-AID (32): 5755	STATE (36-37): City St.				

CARD 5	LINE NO. (11-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54-58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59-66)	FEDERAL FUNDS (67-70)	STATE FUNDS	OTHER FUNDS
5					PE			0.5	4,100	3,200	450	450 (
5					ROW							
5					CONST (CODE) 6201		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	61,000	47,600	6,700	6,700 (
								0.5	65,100	50,800	7,150	7,150 (

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1976
ENGR. ☐ CSGR. ☐ DE ☐ AE ■ RE ☐
UPE ☐ DE ☐ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	DRH	

PROGRAM APPROVAL DATES (18) (23) (24) (33) REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 27, 1976

ECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St, Idaho Ave to SW 4th Ave (Ontario)	ADT	7,000	9,100	96	10	Oregon	41	W 32	79

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
n, Pave.								M-	5755	(1)		

Urban System

COUNTY NAME: Malheur — CODE: 045

Ontario

ROUTE NO. U — FEDERAL-AID: 5755 — STATE: City St. — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.5	4,100	3,200	450	450 (City)	Preliminary engineering all phases incl. PE by utility forces.
OW								Gr. Dr. H-T Pave a curbed section providing 2-16' lanes with 10' parking, conc. walks and incidental work common to this type of project.
ONST ODE) 201		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	61,000	47,600	6,700	6,700 (City)	ROW-80' normal; access control-none. parking restrictions-none. Utility adj. as required.
DRH		PROJECT TOTALS	0.5	65,100	50,800	7,150	7,150 (City)	

ROVAL DATES

REMARKS

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1976
ENGR. COOR. UE AE UPE
UPE DE RE DPE

-OVER-

WEST IDAHO AVE. - S.W. 4TH AVE. (ONTARIO) SECTION
PROJECT NO. M-5755(1)

Existing Facility: Bituminous surfaced 52-ft. curbed section.

Adjacent Sections: Bituminous surfaced 52-ft. curbed section.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases including preliminary engineering by utility forces as required.
2. Grade, drain, high-type pavement for a 52-ft. curbed section providing two 16-ft. travel lanes with 10-ft. parking both sides and sidewalks. Adjustment of utilities required.

Note: The work under this project is to be accomplished under the same contract as Project No. M-5765(1). The overall contract will be known as "W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section".

Right-of-Way: None required.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on May 14, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project)

(b) Location/Design - - Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	Field Work	$3,400
	PS&E Preparation	700
	Total	$4,100

Note: This project is in Congressional District No. 2.

MONTY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 27, 1976

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION (45 typewriter spaces): City St, Idaho Ave to SW 4th Ave (Ontario) 21 68

ADT — PRESENT: 6,200 — FUTURE: 8,600 (66) — YEAR: 96 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., Gr. Dr. Pave. 28 62 — NATL. FOREST (63)(68) — FH ROUTE NO. (69)(88) — SUPV AGCY (89) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): M- (14 28 7) — NUMBER: 5765

CARD 4 — CLASS OF FEDERAL FUNDS: Urban System — COUNTY NAME: Malheur

NAME OF URBAN AREA (17-31): Ontario — ROUTE NO. U — FEDERAL-AID: 5765 (32) — STATE: City St. (36)(37) — U.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.5	4,100	3,200	450	450 (Ci
5					ROW							
5					CONST (CODE) 6201		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	61,000	47,600	6,700	6,700 (Ci
					PROJECT TOTALS			0.5	65,100	50,800	7,150	7,150 (Ci

(116) (23)(24) (33)

CARD 1 — CODE 1 — PREPARED BY: DRH

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ RE
☐ UPE ☐ CE ☐ RE ☐ UPE ☐

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 27, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ity St, Idaho Ave to SW 4th Ave (Ontario)	ADT	6,200	8,600	96	10	Oregon	41	W32	80

D WORK (35 typewriter	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Pave.								M-	5765	(1)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Malheur		
Ontario	ROUTE NO. U / FEDERAL-AID 5765 / STATE City St. / U.S. --		1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			0.5	4,100	3,200	450	450 (City)	Preliminary engineering all phases incl. PE by Utility forces.
ROW								Gr., Dr, H-T Pave a curbed section providing 2-16' lanes with 10' parking, conc. walks and incidental work common to this type of project.
CONST (CODE) 6201		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	61,000	47,600	6,700	6,700 (City)	ROW-80' normal; access control-none Parking restrictions-none Utility adj. as required.
			0.5	65,100	50,800	7,150	7,150 (City)	

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1976
ENGR. COOR. OE AE UE
UPE CE RE RPE

BY DRH — PROJECT TOTALS

APPROVAL DATES

REMARKS

-OVER-

W. IDAHO AVE. - S.W. 4TH AVE. (ONTARIO) SECTION
PROJECT NO. M-5765(1)

Existing Facility: Bituminous surfaced 52-foot curbed section.

Adjacent Sections: Bituminous surfaced 52-foot curbed section.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces as required.
(2) Grade, drain, high-type pavement for a 52-foot curbed section providing two 16-foot travel lanes and 10-foot parking both sides and sidewalks. Adjustment of utilities required.

Note: The work under this project is to be accomplished under the same contract as Project No. M-5755(1). The overall contract will be known as "W. Idaho Ave. - S.W. 4th Ave. (Ontario) Section".

Right-of-Way: None required.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on May 14, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design - - Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	Field Work	$3,400
	PS&E Preparation	700
	Total	$4,100

Note: This project is in Congressional District No. 2.

8550

~~PRO 6-2~~

May 27, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rufian
Project Management

SUBJECT Program Data Submission
Project Nos. M-5755(1) & M-5765(1)
Malheur County

We are submitting program data submission for two projects, Item No. 79, Project No. M-5755(1) and Item No. 80, Project No. M-5765(1), "West Idaho Ave.-S.W. 4th Ave. (Ontario) Sec.", which we desire to have included in the Federal-aid Urban System Highway Program.

These projects were originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $8,200.

Project No.	Total Cost (PE)	Obligation (FA Funds)
M-5755(1)	$4,100	$3,200
M-5765(1)	4,100	3,200
Total	$8,200	$6,400

DRH:re

Encl.

cc: W. E. Schwartz (Region 5)

LT TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

May 27, 1976

FEDERAL-AID PROGRAM DATA

CARD														
CARD 2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION (45 typewriter spaces) (21): City St, Idaho Ave to SW 4th Ave (Ontario)		ADT	PRESENT: 7,000	FUTURE (66): 9,100	YEAR (70)(71)(72): 96	REGION: 10	STATE NAME: Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28): PE., Grade, Drain, Pave.		NATL. FOREST (63)(65):	FH ROUTE NO. (66)(68):	SUPV AGCY (69):	DA CLASSIF. (70):	DA AREA (71):	EMERG. YR. (72)(73):	PL. AUTH YR (74)(75):	PROJECT NUMBER: PREFIX LETTER(S) (14): M- (23)	NUMBER (7): 5755			
CARD 4	CLASS OF FEDERAL FUNDS: Urban System									COUNTY NAME: Malheur				
	NAME OF URBAN AREA (17-31): Ontario									ROUTE NO. U	FEDERAL-AID (82): 5755	STATE (86)(87): City St.	U.S	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54-58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59-66)	FEDERAL FUNDS (67-70)	STATE FUNDS	OTHER FUNDS
5					PE		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	4,100	3,200	450	450 (C
5					ROW							
5					CONST (CODE) 6201			0.5	61,000	47,600	6,700	6,700 (C
							PROJECT TOTALS	0.5	65,100	50,800	7,150	7,150 (C

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	DRH

(10) (23)(24) (32) REMARKS

FORM PR-1 (REV. 4-01)

FEDERAL-AID PROGRAM DATA

May 27, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ity St, Idaho Ave to SW 4th Ave (Ontario)	ADT	7,000	9,100	96	10	Oregon	41	W 32	79

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ain, Pave.								M-	5755	(1)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Malheur	045	1 OR X 2
Ontario	ROUTE NO. U / FEDERAL-AID 5755 / STATE City St. / U.S. --		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.5	4,100	3,200	450	450 (City)	Preliminary engineering all phases incl. PE by utility forces.
ROW								Gr. Dr. H-T Pave a curbed section providing 2-16' lanes with 10' parking, conc. walks and incidental work common to this type of project.
ONST (CODE) 6201		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	61,000	47,600	6,700	6,700 (City)	ROW-80' normal; access control-none. parking restrictions-none. Utility adj. as required.
Y DRH		PROJECT TOTALS	0.5	65,100	50,800	7,150	7,150 (City)	

PROVAL DATES

REMARKS

-OVER-

W... - S.W. 4TH AVE. (ONTARIO) SECTION
PROJECT NO. M-5755(1)

Existing Facility: Bituminous surfaced 52-ft. curbed section.

Adjacent Sections: Bituminous surfaced 52-ft. curbed section.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases including preliminary engineering by utility forces as required.
2. Grade, drain, high-type pavement for a 52-ft. curbed section providing two 16-ft. travel lanes with 10-ft. parking both sides and sidewalks. Adjustment of utilities required.

Note: The work under this project is to be accomplished under the same contract as Project No. M-5765(1). The overall contract will be known as "W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section".

Right-of-Way: None required.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on May 14, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project)

(b) Location/Design - - Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	Field Work	$3,400
	PS&E Preparation	700
	Total	$4,100

Note: This project is in Congressional District No. 2.

W.O. CY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 27, 1976

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION (45 typewriter spaces) 21 65	City St, Idaho Ave to SW 4th Ave (Ontario)	ADT	PRESENT	6,200	FUTURE (66)	8,600	YEAR (70)(71)(72)	96	REGION	10	STATE NAME	Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	P.E., Gr. Dr. Pave.	NATL. FOREST (63)(68)		FH ROUTE NO. (80)(86)		SUPV AGCY (88)		DA CLASSIF. (70)		DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	M-	NUMBER 7	576
CARD 4	CLASS OF FEDERAL FUNDS	Urban System										COUNTY NAME	Malheur				
	NAME OF URBAN AREA 17-31	Ontario										ROUTE NO.	U	FEDERAL-AID (32)	5765	STATE (36)(37)	City St.

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUN
5					PE			0.5	4,100	3,200	450	450 (C
5					ROW							
5					CONST (CODE) 6201		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	61,000	47,600	6,700	6,700 (C
					PROJECT TOTALS			0.5	65,100	50,800	7,150	7,150 (C

CARD 1	CODE 1	PREPARED BY	DRH
1	14	PROGRAM APPROVAL DATES (10)(23)(24)(33)	REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 27, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St, Idaho Ave to SW 4th Ave (Ontario)	ADT	6,200	8,600	96	10	Oregon	41	W32	80

OSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Pave.								M-	5765	(1)		

UNDS: Urban System

Ontario

COUNTY NAME: Malheur CODE

ROUTE NO. U | FEDERAL-AID 5765 | STATE City St. | U.S. --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"W. Idaho Ave.-S.W. 4th Ave. (Ontario) Section"	0.5	4,100	3,200	450	450 (City)	Preliminary engineering all phases incl. PE by Utility forces.
ROW								Gr., Dr, H-T Pave a curbed section providing 2-16' lanes with 10' parking, conc. walks and incidental work common to this type of project.
CONST (CODE) 6201			0.5	61,000	47,600	6,700	6,700 (City)	ROW-80' normal; access control-none Parking restrictions-none Utility adj. as required.
BY DRH		PROJECT TOTALS	0.5	65,100	50,800	7,150	7,150 (City)	

APPROVAL DATES

REMARKS

-OVER-

W. IDAHO AVE. - S.W. 4TH AVE. (ONTARIO) SECTION
PROJECT NO. M-5765(1)

Existing Facility: Bituminous surfaced 52-foot curbed section.

Adjacent Sections: Bituminous surfaced 52-foot curbed section.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces as required.
(2) Grade, drain, high-type pavement for a 52-foot curbed section providing two 16-foot travel lanes and 10-foot parking both sides and sidewalks. Adjustment of utilities required.

Note: The work under this project is to be accomplished under the same contract as Project No. M-5755(1). The overall contract will be known as "W. Idaho Ave. - S.W. 4th Ave. (Ontario) Section".

Right-of-Way: None required.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on May 14, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 14 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design - - Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	Field Work	$3,400
	PS&E Preparation	700
	Total	$4,100

Note: This project is in Congressional District No. 2.

8550

jan

CITY OF Ontario — THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER

ONTARIO, OREGON
97914

May 24, 1976

RE ☐ RCE ☐ RBE ☐ RME ☑
ROE ☐
RDE ☐

MAY 26 1976
RECEIVED
REGIONAL OFFICE

Roger C. Lang
Regional Federal Aid Engineer
Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Dear Roger:

Enclosed is a copy of the minutes of the meeting of April 19, 1976, at which time the Council by motion (not resolution) approved the execution of the agreement for the downtown project.

We trust the project can now be approved and survey work can, at last, begin.

Very truly yours,

John B. Collins
City Manager

JBC:rmg

Encl:

RECEIVED
COUNTY & CITY SECTION
JUN 1 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

by Richard Unrein
I asked for a cy of resolution but apparently they did not have a resolution, only the minutes of the meeting.
Will this do the trick?

6-2-76 Reviewed w/Jack Sollis Engr
He said City needs to pass Resolution to comply with AGREEMENT.
6-3-76 Relayed above to Roger Lang. JCJ

According to the records at City Hall, no permit had been issued. The Building Inspector also questioned that the pool might be in the right of way. The Engineering Department staked the property line and determined that the pool is a few inches over the property line. At that time a stop order was placed on the construction. Dr. Thornfeldt came to City Hall, purchased a building permit at double the original cost and requested that he be allowed to continue construction. He was advised that he request a variance and present it to the Planning Commission. At the April 12th Planning Commission meeting, Dr. Thornfeldt requested that the Planning Commission recommend to the Council that they relinquish 12 feet of the right of way. The Planning Commission denied his request and recommended to the Council that the right of way relinquishment not be granted. Dr. Thornfeldt was present at the Council meeting and stated that the pool is full of water and that the pool is a few inches over the property line. He stated that the construction was started unexpectedly and it is assumed that the contractor thought that the stakes in the ground were the site for the pool. He also stated that a hazard exists because he is unable to construct a protective fence around the pool. Ralph Cornmesser moved, seconded by Clint Bellows that the City Building Inspector be instructed to lift the stop order to permit Dr. Thornfeldt to construct a temporary fence and refer the issue back to the Planning Commission. Motion carried unanimously.

DOWNTOWN IMPROVEMENT PROJECT AGREEMENT

The Downtown Improvement Project has been approved by the State Highway Division and they have submitted a proposed agreement for execution. The project is to include construction of new curbs and sidewalks, overlaying the downtown streets, providing for mid-block crossings and underground utilities. The estimated cost of the project is $254,000 with one-half of the cost to be assessed to the property owners in the district. The balance of the project would be funded by state and federal funds of $113,000 and City funds of $14,000. The City's share has been approved by the Budget Committee and subject to voter approval of the budget. City Atty. John O'Kief reviewed the agreement and questions the continuation of the project should the property owners object to the assessments. Clint Bellows moved, seconded by Ramona Swan to authorize the Mayor to execute the agreement with the inclusion of the condition that the project is subject to property owner approval. Motion carried unanimously.

REVISED FUNCTIONAL HIGHWAY CLASSIFICATIONS

The Oregon State Highway Division has asked the City to approve a change in the designation of the City's Federal Aid Urban System to make sure the Downtown Improvement Project is eligible for FAU funding. Ken Osborn moved, seconded by Don Schutt to authorize the Mayor to write a letter to OSHD approving the street designations. Motion carried unanimously.

SWIMMING POOL STRUCTURAL STUDY

The structural condition of the City's swimming pool was discussed at Budget Committee meetings and the committee recommended that the Council authorize a study be made to determine the safety of the pool. Clint Bellows moved, seconded by Ramona Swan to authorize the study not to exceed $750.00. Motion carried unanimously.

S. E. 5th & 6th AVENUE RAILROAD CROSSINGS IMPROVEMENT PROJECT

In the present budget there is $20,000 appropriated for the City's portion of a state and federal project to provide automated signalization at the 5th & 6th Avenue railroad crossings. City staff members have been working with the PUC and the railroad in an effort to also improve the approach and crossings. It is now proposed that the City, Union Pacific Railroad and the State Department of Transportation enter into an agreement that the automatic signals be installed at both crossings and that both approaches and crossings be improved and widened to 52 feet. The City's share of these improvements would be $27,500. The Budget [illegible] forward the $20,000 to the 1976-77 budget but not

8550

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 14, 1976

In reply refer to: 1041A

SUBJECT: Oregon Project M-5755, 5765(-)
W. Idaho Ave.-S.W. 4th Ave. Section
S. Oregon St., S.W. 1st St.
Malheur County - City of Ontario
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's April 23, 1976 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

cy delivered 5 18-76

RECEIVED
STATE HWY ENGR
MAY 18 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8550

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 5, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project M-5755, 5765(-)
West Idaho Avenue - SW 4th Avenue Section
So. Oregon St. - SW 1st St.
Ontario, Oregon
Project Assessment

NOTED
E. S. HUNTER

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We are withholding action on the project assessment until additional information on the project concept discussed below is developed.

The proposed curb returns at the intersections could be hazardous. In addition to presenting a constraint to turning vehicles, the unusual configuration could place the pedestrian in a more vulnerable position with respect to vehicles.

We are available to discuss this project concept with your staff and the local jurisdiction as you may determine desirable.

for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5 Kennedy)

RECEIVED
STATE HWY ENGR
MAY 6 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Schroeder
5-10-76

8550

FAU-

OREGON STATE HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

April 27, 1976

Re: S.W. First St. and S. Oregon St.
W. Idaho Ave.-S.W. Fourth Ave.
City of Ontario
FAU 5755 and FAU 5765

RECEIVED
COUNTY & CITY SECTION
APR 28 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
■ UPE ☒ CE ☐ RE ☐ RPE ☐

Jack Collins
City Manager
Ontario, Oregon 97914

Dear Jack:

This letter will confirm our telephone conversation of yesterday, April 26, 1976, on subject project.

Execution of the Project Agreement by the City of Ontario does not obligate the city to carry the project to completion. Work on the project can be terminated at any stage of the project development. Section V, Paragraph 9, obligates the city to reimburse the state for 100% of the cost actually incurred by the state at any time the project is terminated.

Our estimate of the cost of preliminary engineering for this project is $8,200 at this time. If the state went ahead with the preliminary engineering and the city decided to cancel at the end of this phase, they could be out the $8,200. x 22%

Although the project has been approved by the State Transportation Commission, the project still must receive Federal Highway Administration approval before any funds can be spent on preliminary engineering. Our division will not request Federal participation until the Project Agreement is executed by the city. We must have a committment from the local government to participate.

Assuming that everything is in order and FHWA agrees to the project, it normally takes six weeks to two months to obtain their approval and authorization to proceed with preliminary engineering.

Yours truly,

PROJECT MANAGEMENT | APR 26 '76 | REFER TO | FOR
Info
Investigate
R/D
Action
File
Letter
See me

What this means is that the city would have this much time to organize a LID and formalize the manner of participation by the city. In the event the city would be unable to organize the LID, the project could be cancelled before any preliminary engineering funds had been expended.

I hope this explanation is helpful in making a decision by the city on execution of the Project Agreement.

Sincerely,

W. E. Schwartz
Regional Engineer

WES:je

cc: L. W. Rulien
C. D. Hiatt

8550

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 23, 1976

TO Oregon State Highway Commission Transportation

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests and Project Cancellation

AGENDA
MAR 30 1976

Presented for your consideration at the March 30 meeting will be four requests for approval of Urban System projects and one request to cancel a previously approved Urban System project.

The City of Albany is requesting cancellation of the previously approved Queen Avenue improvement from Broadway Street to Pacific Boulevard.

A $127,000 project to improve pedestrian safety in the downtown shopping mall is the request from the City of Ontario.

Oregon City is requesting a $46,000 traffic signal project at the intersection of 10th Street and Main Street.

A $238,000 project to realign and improve S. W. Hailey Avenue is being requested by the City of Pendleton and Umatilla County.

The City of Portland is requesting a $120,000 preliminary engineering project to prepare final plans for construction of a four-lane structure and street widening on S. E. Holgate Boulevard.

Federal Urban System funds for these projects are estimated at $414,200 with the State providing approximately $58,400 in match funds and an equal amount being contributed by the involved local unit of government.

These projects have been investigated and are eligible for funding under the Federal-aid Urban System program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Attachment

bc: C. W. Head w/att.
G. M. Baldwin w/att.
E. S. Hunter w/att.
R. L. Schroeder w/att.
H. S. Coulter
E. L. Hardt w/att.
C. O. Fredrickson w/att.
W. E. Schwartz w/att.
L. W. Rulien
D. N. Harwell
George Bell w/att.

GEZ:sch dpy

CITY OF ONTARIO
Proposed Urban System Project

W. Idaho Ave.-S. W. 4th Ave. (Ontario) Section
S. W. 1st St., FAU 5755 and S. W. Oregon St., FAU 5765
Grade and Pave
0.5 mile
$127,000

This project entails all the work and costs to improve pedestrian safety in the Downtown Shopping Mall.

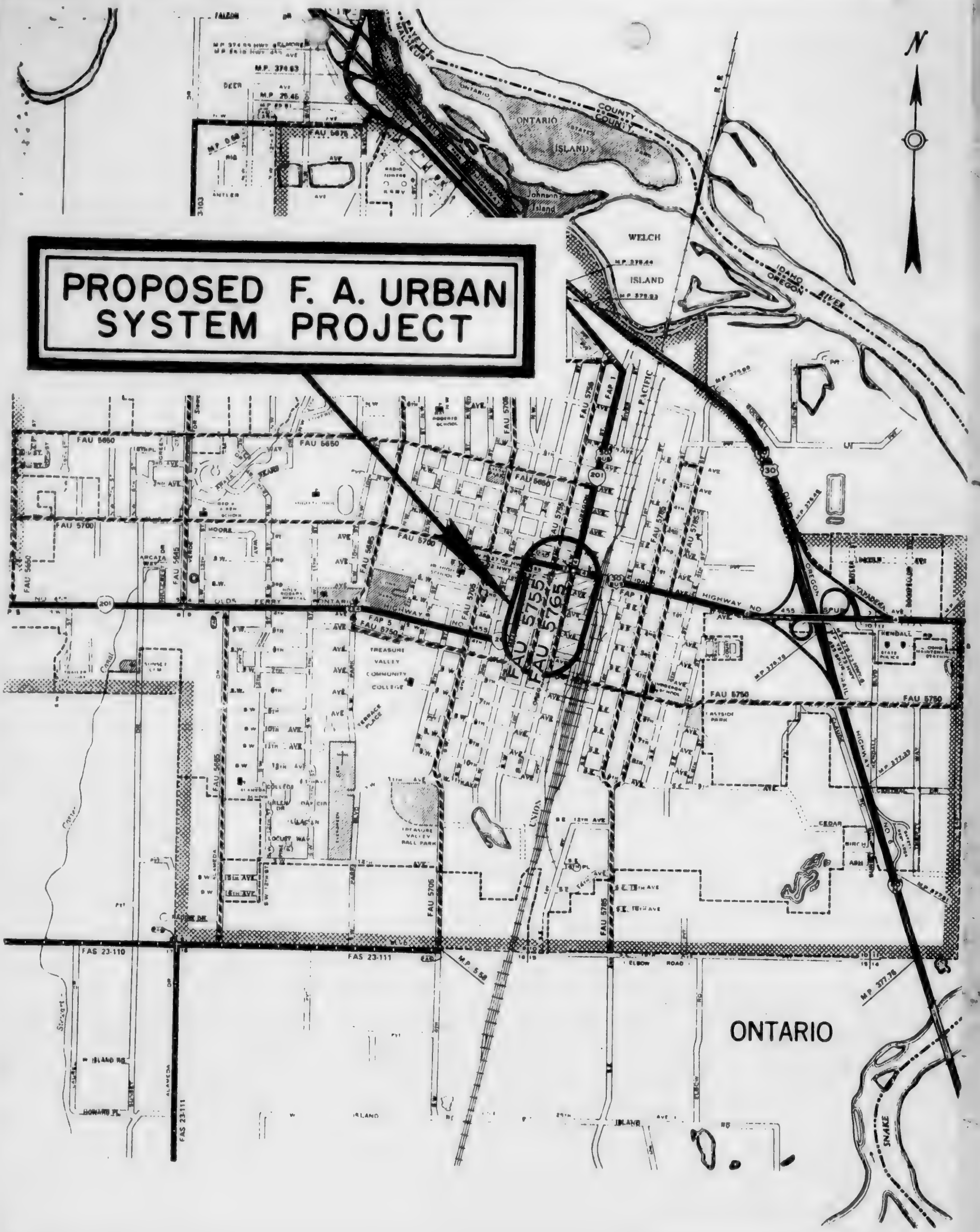
Perform all necessary engineering.

Provide sidewalks.

Provide necessary storm drains.

76-c
3/16/76

PROPOSED F. A. URBAN SYSTEM PROJECT



4550 Yam

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

March 8, 1976

FILE:

FROM: R. C. Lang R.C. Lang by rcl
Regional Federal Aid Engineer

SUBJECT: FAUS Project Request
Idaho Avenue-S.W. 4th Avenue Section
S.W. 1st and S.W. Oregon

TO: George Hopkins
Project Development Engineer

S A L E M

Attached is application for project, environmental assessment, copy of Downtown Plan for Ontario, and copy of letter dated March 1, 1976, concerning the above subject project.

Mr. Collins has responded to the specific items referred to in your letter of January 30, 1976. The Downtown Plan is submitted in support of the pedestrian "bulbs" at the intersections and the mid-block crossings. Also, you will note Mr. Collins is asking for funds only for the items that can be legally funded.

Federal guidelines allow the use of FAU monies in public transportation programs ... "project involving the construction of fixed rail facilities, or the purchase of passenger equipment, including rolling stock for any mode of mass transit, or both" ... but won't allow the proposed project because it borders on maintenance. Mr. Collins can't buy that.

It is the Region's opinion that the city of Ontario has a viable project. Also, that the FHWA should recognize that things do wear out over a period of years.

A survey of the project would show whether or not the curbs would be in the "same place", if a revised storm drain system is required and if additional strength is needed for the street.

Mr. Collins has informed me he would be most happy to meet with design and FHWA people to review the problems they face "on-site".

Please advise.

3-11-76
"ASSESSMENT" TO POTTER
"AUTHORITY FOR SURVEY" TO TERPIN
GEZ

RCL:je
Attachments

cc: John B. Collins

RECEIVED
COUNTY & CITY SECTION
MAR 10 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
MAR -9 '76
REFER TO: Jurem
FOR
Info | Investigate | R/D | Action | File | Letter | Service

8550

CITY OF Ontario ..... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER

ONTARIO, OREGON
97914

March 1, 1976

RE ROE RBE R

ROE MAR 4 1976

RDE RECEIVED REGIONAL OFFICE

Roger C. Lang
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Dear Roger:

Your letter of February 10, 1976, raises questions about the height of the curb at intersections in our proposed downtown improvement project. The purpose of the extended corner curbs is to protect the pedestrian and provide better access across the streets for normal and handicapped citizens. Since you don't like 1"+ or 6" to 7" curbs, please have them designed at whatever height your design section, traffic section and Federal Highway Administration will approve.

Our blocks are not "unusually short" and the mid-block crossings are intended to be particularly visible to the motorist. These crossings are proposed to reduce the jaywalking, mid-block, near mid-block and other dangerous pedestrian practices now prevalent. Again, however, if they are a big problem, please amend our application and delete them.

Your letter indicates in one place that you believe our new curb proposal to be substandard and then turn around and complain that we are merely replacing the curbs in their original position. Please understand that because the sidewalks and curbs have deteriorated in the last fifty years most of them are proposed to be replaced. The adjacent owners, the city and I presume the State have been sued because of the deplorable condition of existing curbs and sidewalks.

We are also proposing to construct new sidewalk and curbs. They will not be in their original position as you point out in your second paragraph.

As to your threat regarding additional roadbed strength, we have made no proposal regarding additional roadbed strength. We assume that since the State Highway Division will be designing this project, they will determine the appropriate design. Surely, they would not design the streets in such a way that they would fail FHWA approval. Just as surely, we assume they would not be overdesigned.

Finally, please understand that we are asking only that the FAUS funds, more or less under our control, only be used for those costs for which they can legally be spent. The property owners have agreed to pay those costs for which FAUS funds are insufficient or ineligible.

Months have passed since our request was submitted and design has not yet commenced. Please do whatever you can to expedite it. You can count on our full co-operation.

Very truly yours,

John B. Collins

John B. Collins
City Manager

JBC:rmg

Rev. 5/28/74

RECEIVED
COUNTY & CITY SECTION
MAR 10 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date December 3, 1975

Applicant Agency City of Ontario, Oregon

Federal Aid System Route No. [redacted]5765 Route Name S. Oregon St. & S.W.1st St.

Project Name Reconstruction of downtown city streets and burial of overhead utilities underground

Project Length 0.5 miles Project Location (Attached sketch map) ←

Project Description Pavement overlay, and replacement of curbs and sidewalks on S. Oregon Street between Idaho Avenue and S. W. 4th Avenue, on S. W. 1st Street between Idaho Avenue and S. W. 4th Avenue and all avenues between from the alley east of Oregon Street to S. W. 1st Street (see attached sketch)

Average Daily Traffic 5,000 + Design Speed 20 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 52 ft. Travel Lanes 2 - 16' lanes Shoulders 0
Medians 0 Parking 10 ft. each side
Sidewalks 6 - 14 ft.
Other

2. Desired Roadway Cross Section: (Attach sketch) ←

Width 52' Travel Lanes 2-16 Shoulders 0
Medians NONE Parking 10'
Curbed YES Length Curb Radii
Sidewalk/~~Bikeway~~ BUS AREA
Other Note: Same as above

FOOTNOTES: Prime importance of the project is the safe movement of pedestrians in the CORE AREA

Description of Proposed Roadway Work Remove and reconstruct curbs and sidewalks where necessary. Reconstruct storm sewers where necessary, patch and overlay existing street with average 2" lift Class "C" asphaltic concrete pavement.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 ft. Minimum 66 Maximum 80 ft.

2. Will Additional Right-of-Way Be Needed? no Explain _____

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? n/a

4. Will applicant acquire right-of-way and have State review negotiations?
Yes _____ No x

5. Should State negotiate and acquire right-of-way in behalf of applicant? No

6. Should State prepare options? Yes _____ No x

7. Is a public hearing necessary? no

(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
no If so, explain _____

(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? no
If so, explain _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Traffic signal intersection of Oregon Street and Idaho Avenue (requires no change)

2. Proposed Signalization:

Location none

Type _____
Phases _____
Type of Suspension _____

Interconnected _____
Other _____
_____

FOOTNOTES: _____
_____
_____

3. Permanent Signing:

Include in project or by applicant? by applicant
_____

4. Permanent Striping:

Include in project or by applicant? by applicant
_____

IV. ILLUMINATION DATA

1. Present Illumination and Location: _____
existing illumination to be left as is
_____

2. Proposed Illumination:

Location none
Type _____
_____
_____

V. STRUCTURE DATA

1. Existing Structure:

Location none
Type _____
_____
Size _____
To Remain in Place? _____
_____

2. Proposed Structure:

Location none
_____
_____
Is a particular type of structure and design desired? _____
_____
_____
Approximate size of proposed structure _____
_____
Are sidewalk/bikeways desired? _____

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? Specifications to be written to maintain downtown business during construction.

VI. RAILROAD DATA

1. Are there any railroad crossings? no Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ ~~195,000~~ 122,000
Right-of-Way Costs (If participating)	-0-
Traffic Control	-0-
Illumination	-0-
Structures	-0-
Railroad	-0-
Other	
Preliminary Engineering	~~15,000~~ 5,000
PROJECT TOTAL	$ ~~210,000~~ 127,000

FOOTNOTES: ~~Estimate is based on applicant performing the curb and sidewalk removal and any other incidental earthwork required.~~

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Ontario, Oregon
By Mayor and City Council
By John B. Collins
City Manager

Malheur County
By Ron Hansen
By
By

S. W. 1ST ST.

EXTENSION OF 5755 REQUESTED

S. W.

S. W. 4TH AVE.

S. W. 3RD AVE.

S. W. 2ND AVE.

S. W. 1ST AVE.

Bndry.

S. OREGON ST.

FAU 5765

S.

N

S. W. 1ST ST.

EXTENSION OF 5755 REQUESTED

S. W. 1ST ST.

W. IDAHO AVE.

S. W. 3RD AVE.

S. W. 2ND AVE.

S. W. 1ST AVE.

Bndry.

S. OREGON ST.

FAU 5765

S. OREGON ST.

N

CITY OF ONTARIO
PRELIMINARY
DOWNTOWN PLAN
10/15/75
SCALE 1"= 100'

8550

Form E-30 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Ontario (SW 1st St. & SW Oregon St.) Date Jan 19,1976, 19

Highway FAU 5755 & FAU 5765 also Off System Sts. Authorization No. 1

County Malheur Survey Prefix

(Assigned by Salem office)

Description of termini, route, length, etc.: SW 1st Ave. to SW 4th Ave on FAU 5755 and FAU 5765. Off System Streets are SW 1st Ave., SW 2nd Ave., SW 3rd Ave & SW 4th Ave.

Purpose of survey: Prepare Plans, Specifications and Estimates for reconstruction project.

Estimate of cost:		Non Participating	Participating	Total
Field	901	1,300	5,000	6,300
Plans	905	500	1,000	1,500
Soils	910	400	1,000	1,400
Utility	914	200	400	600
Project Mgt	920	50	100	150
Specifications	921	150	300	450
Environmental	923	200	400	600
		$2,800	$8,200	

INSTRUCTIONS

Submit four copies to Salem, After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$11,000 ✓
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
R.C.Lang
C.D.Hiatt
R C Lang
Field Engineer

Recommended for Approval:
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
I. E. APP.
FED AID FAUS

8550

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 12-10-75

A. PROJECT IDENTIFICATION

Name of Project W. Idaho Ave - S.W 4th Ave
(Section)

Location of Project - S.W. 1st 1st S. Oregon St. (Highway Name) FAU 5755 FAU 5765 (Highway No., US - ORE)

Ontario (City) Malheur (County) V (Region)

Program FAUS (Funding) $127,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To upgrade non-conforming sections of curbs and sidewalks, to redesign and retrofit at street intersections for safer pedestrian movement, to upgrade drainage system and reestablish street cross-section.

Origin and History: Project proposed by streets advisory committee, approved by Planning Commission and the City Council.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 0.94 mile ±

Termini W. Idaho Ave to S.W. 4th Ave. (North-South limits)
S.W. 1st St to 125' East of S. Oregon (East-West limits)

Alignment (new or existing) existing alignment

RECEIVED
COUNTY & CITY SECTION
MAP 1 3/5
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) no additional r/w required

Typical Section 2-16' Travel lanes, 10' parking areas.

Bikeway N/A Downtown business dist.

Structures no

Additional Facilities curb, sidewalks, catch basins

Access Control N/A

Materials concrete crushed rock

Borrow and Waste Disposal established areas for disposal of excess or waste materials

Special Construction Methods NONE

Characteristics (ADT) 4,600 estimated

Other General Information (or Supplemental information to items)

Project incorporates features of "Downtown Ontario Development Plan and Program" prepared by Cornell Howland Hayes & Merryfield, October 1970

Project Sketch Map is Attached: [x] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Design alternatives are limited to

1- Develope full pedestrian mall facilities Restricting vehicular traffic

2- Do nothing in the area

Neither of the alternatives are acceptable to the City. The full design should be geared to the controlled movement of vehicles and the safe movement of pedestrians.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) none, while hearings are not required a Public Hearing will be offered in the near future.

Public Hearing(s) Schedule: [✓] Not Required [ ] Required

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [×] Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Full coordination with local, state & Federal agencies

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Full coordination with Individuals, Groups and Organizations if an E.I.S. is required

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
Status		Date	Status	Date
☐	Survey Authorization		☐ Systems Planning	
☐	Reconnaissance		☐ Prel. Engineering	
☐	Field Location		☐ Corridor Approval	
☐	Office Location		☐ Design Approval	
☐	Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐	Office Prel. Design			
☐	Final Design			
☐	Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Ontario is located on the west bank of the Snake River, elevation 2131 feet above sea level. The area surrounding the project is flat with drainage flowing gently easterly through storm drains.

The entire area of the project is in the Downtown Core area/business district. No trees, shrubs or other vegitation will be affected by the project.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use is limited to business interests which serve the rapidly expanding Ontario area. The average growth rate over the past 25 years is 2.3% Present population is 9,500. Noise levels appear to be normal for a city of this size. However the proximity of the Union Pacific R.R. may increase this slightly with increased rail traffic. Plans call for the relocation of utilities (power & telephone) into underground conduits if local company's will agree.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

NONE

Consequences:

2. Estimated Changes in Traffic Patterns:

Curb design may control vehicular traffic to some extent.

Consequences:

No reduction in capacity. Pedestrians will have less distance to negotiate when crossing travel lanes.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

no changes in land use

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

none

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

no adverse effect.

Consequences:
It is felt the visual character of the area will be improved by the project.

6. Preliminary Identification of Areas of Critical Environmental Concern:

none.

7. Potential for Controversial Issues:

none

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

N/A

b. Noise Standards

N/A

c. Water Quality Standards

N/A

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
☐ Significant ☒ Non-Significant
☐ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER _____

8551 Cairo Jct.-Nyssa Sec. of Central Oregon Hwy. (Paving) 1977

8551

5

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Assistant State Highway Engineer

DATE: October 26, 1983

FROM: Robert C. Pool
Region Operations Engineer

SUBJECT: Traffic Signal--Third and Wilson, Bend
Contract No. 8551

1-18-84 Rec'd notified that we ok'd dropping this & will not try to collect per Jack Sheets

Sorry we took so long in getting back to you on this, but it took a considerable amount of research to determine just what happened. Listed below is a summary of the figures involved:

	Preliminary Estimate	Revised Preliminary Estimate	Final Invoice #135423	Final Cost
Preliminary Engr	-	-0-	$ 7,906.46	$ 7,906.46
Bid Items	-	$ 55,917.00	59,491.94	59,491.94
Testing Controller	-	1,200.00		(Incl. in Const. Engr.)
Contingency	-	2,570.22		---
Const. Engr.	-	5,711.60	9,065.70	9,065.70
SFO #1	-		1,184.31	1,184.31
SFO #2	-		1,638.10	
	$53,000.00	$ 65,397.82	$79,386.51	$77,648.41

The original estimate for the total project including PE and Construction was $53,000. When the bids were opened, the revised estimate was $65,397.82 (see Wimer's letter dated November 20, 1978) and we asked the City for the difference. One problem here--we forgot to include PE in the revised estimate.

SFO #2 was for resawing the loops. This was work the contractor refused to do and should have been backcharged to the contractor (I think it was).

The construction engineering overran $3,300. This was done because the contract stretched out over such a long period. Final corrective work was not completed on the project until 18 months after the signal was turned on.

The bid items overran $3,576. Ninety percent of this was increased flagging costs.

Jack- Based on this recitation, I think we should forget billing the City of Bend

Orig. to 10/27

RECEIVED
STATE HWY ENGR
OCT 27 '83
REFER TO
FOR
Info | Init. | R/D | D/R | Sign | Act. | File
 | | | | | ✓ |

I would be very reluctant to go back now and ask for PE costs after we gave them an estimate in 1978 that didn't include them. I would also be reluctant to ask for extra construction engineering funds. We were handling the work with a small crew that had little work going on. Some of these charges may not have been appropriate.

The $1,638 charge for SFO #2 was in error.

Total these three items and you get $12,898.66. This is very close to the amount of the invoice we sent the City of Bend ($13,886.51).

Suggest that we rescind the bill in its entirety. Hopefully we will get the final bills resolved more quickly in the future.

RCP:br

CC: Jack Sollis

Enclosures

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
CON

TO: Dale Allen
Region Engineer

DATE: August 24, 1983

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Traffic Signal
3rd & Wilson, Bend
Contract No. 8551

Attached is correspondence on subject project from Chief Counsel, Jack Sollis. He asks the question, "What do you want to do now?"

What does our agreement with the City of Bend say? Specifically, what does it say about payment for preliminary engineering? What representations were made to the City regarding final payments at the time we awarded the contract? They allege that the billing for $11,900 at the time of contract award was the final project billing. What was the contractual relationship between Albertson's, City of Bend, and the State regarding this signal?

Please research these questions and advise me as to "What do you want to do now?"

WES:st

Att.

cc H. S. Coulter
Jack Sollis

Halcomb -
Give me reply next week.
Dale

RCE PLA FAE
RTE RECEIVED GEO
RUE AUG 26 1983 RCE
RSO REGION 4 RBE
ASSIGNED

01-125-1387

Contains Recycled Materials

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 135423

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
10/6/82		CA 0483

- CITY OF BEND
- PO BOX 431
- BEND OR 97701
-

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
BENDCTY		351	01			13,886.51
	9-8212	296	00	000		65.72
	9-8218	296	00	000		13,820.79
	9-8212	299	00	000		(65.72)
	9-8218	299	00	000		(13,820.79)

FOLD

DESCRIPTION		TOTAL PRICE
TRAFFIC SIGNAL AGREEMENT		
S. THIRD @ WILSON AVE		
THE DALLES - CALIFORNIA HWY NO. 4		
CITY OF BEND		
AGREEMENT #4154 CONTRACT #8851		
PRELIMINARY ENGINEERING	7,906.46	
PAYMENTS TO CONTRACTOR	59,491.94	
SFO#1-GRADE A PAVE AS REQUIRED AT NW CORNER OF INTERSECTION	1,184.31	
This was backcharged to contractor. SFO#2 INSTALL DETECTOR LOOPS	~~1,638.10~~	
CONSTRUCTION ENGINEERING	9,065.70	
		77,648.41
TOTAL PROJECT COST		79,286.51
LESS: ADVANCE DEPOSIT		(65,400.00)
		~~13,886.51~~
		12,248.41

110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

_____ PH: _____ FOR CORRECTNESS OF CHARGES

OR ROSALYN WICKHAM PH: 378-5034 PREPARER OF INVOICE

734-1150 (7-81)

Albertsons®

RECEIVED JUN 2 3 1983

June 20, 1983

James Forbes
City Attorney
City of Bend
P. O. Box 431
Bend, OR. 97709

Re: #548 Bend
Bend, OR.

Dear Mr. Forbes:

In response to your letter of May 23, 1983, please be advised that it is Albertson's position that no further payment is due by Albertson's to the City of Bend. At the time we executed the Development Agreement with the City of Bend in April, 1978, the total estimated cost for the installation of the traffic signal was $50,000 plus $3,500 for the Opticum Traffic Control System. It was our interpretation at that time that the $53,500 forwarded with our letter dated April 24, 1978 to Mr. Hossick was the maximum amount that Albertson's was required to pay.

Nevertheless, we received a subsequent billing in November, 1978, in the amount of $11,897.82. The matter was resolved in January 1979 by Albertson's payment of that sum in exchange for the letter agreement dated January 23, 1979, copy attached.

Pursuant to the terms of this letter agreement, Albertson's respectfully declines your request for an additional remittance of $13,886.51.

Very truly yours,

ALBERTSON'S, INC.

Chip Cole
Attorney

wlt
Enc.

Albertsons

CERTIFIED, RETURN RECEIPT REQUESTED

Rcvd. legal 2/2/79

January 23, 1979

Ron Marceau
City of Bend
P. O. Box 431
Bend, Oregon 97701

Re: #548 - Bend
694 S.E. Third
Bend, OR
(Traffic Signal)

Dear Mr. Marceau:

After discussing the matter of the extra monies for the above project with management, it has been decided that we will forward the additional amount of $11,897.82 as requested, but only on the condition that in the event actual costs are higher, it is understood and agreed that Albertson's will not be liable for any additional sums. We would hope that this could resolve the problem so that the signal can be installed immediately. As stated in an earlier letter, we still expect an accounting, and also a refund in the event the actual costs are less than the amount deposited.

I would appreciate your having the above approved and agreed to by the appropriate procedures and officials, and the enclosed copy thereby signed and returned to me. To expedite the installation, we are enclosing a check payable to the City of Bend in the amount of Eleven Thousand Nine Hundred and no/100ths Dollars ($11,900.00), with the understanding that the check will not be cashed unless the above is agreed to and acceptable.

Sincerely,
ALBERTSON'S, INC.
Amy R. Richter
Amy R. Richter
Assistant General Counsel

ARR:rpd
AGREED AND ACCEPTED:
CITY OF BEND
By: Arthur D. Unruh City manager

cc: Don Duncombe

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 20, 1978

City of Bend
City Hall
Bend, Oregon 97701

Attn: James W. Kerfoot
City Recorder

Gentlemen:

On November 16, 1978 a satisfactory bid was received from Clark Electric Co., 450 W. 5th Ave., Eugene, Oregon 97401 for installation of traffic signals on S. Third Street @ Wilson Ave.

The anticipated construction cost of their bid is as follows:

Bid Items	$55,916.00
Signal Controller Testing	1,200.00
4½% Contingencies	2,570.22
(10%) Engineering	5,711.60
ESTIMATED TOTAL COST	$65,397.82
Less City's Advance Deposit	$53,500.00
City's Advance Deposit	$11,897.82
Rounded to $11,900.00	

Agreement reads "City shall pay any amount which, when added to City's advance deposit, shall equal 100 percent of the total actual cost. Any portion of said advance deposit which is in excess of the total actual cost of the project shall be refunded to City."

Please make your check for $11,900.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

FH:dmc

VOUCHER FILE

24-12
1230

CITY OF BEND
Bend, Oregon 97701

Bend Branch
FIRST NATIONAL BANK OF OREGON
Bend, Oregon

No. 006603

PAY

CITY OF BEND TWELVE THOUSAND NINE HUNDRED DOLLARS

DATE	TO THE ORDER OF:	CHECK NO.	AMOUNT
1-31-79		6603	$11,900.00

CITY OF BEND, GENERAL ACCOUNT

COPY - NOT NEGOTIABLE

Oregon State Highway Division

⑆1230⑈0012⑆322 065004 8⑈

PLEASE DETACH BEFORE DEPOSITING CHECK

DATE	INVOICE NO.	ACCOUNT NO.	NET INVOICE AMOUNT	VOUCHER TOTAL	MEMO

Traffic signals - S. Third St. at Wilson Ave.

DETACH

X

City of Bend, Oregon

FORM A-139-

Oregon State Highway Division

PROJECT AUTHORIZATION AND RECORD OF WORK ORDERS

Section S.Third St.@ Wilson Ave.(Bend)
Highway The Dalles-California
County Deschutes
Kind of Work Traffic Signal Installation
Contractor Clarke Electric Co.
Specified Completion: 220 Calendar Days

Contract No. 8851
F.A. Project No. STATE
Job Prefix 9-8218
Date of Award Nov. 21, 1978
Regional Engineer Dale Allen
Resident Engineer Norm Kiehbiel

CONSTRUCTION AUTHORIZATION

Contract amount	$ 55,916.00
Additional anticipated items:	
Signal Controller Testing	1,200.00

PLR FAE
RECEIVED GEO
DEC 1 1978 RDE
REGION 4 RBE
ASSIGNED

Subtotal	$ 57,116.00
Contingencies (4½%)	2,570.22
Construction Engineering (10%	5,711.60
Subtotal	$ 65,397.82
Credit for	
Total original construction authorization	$ 65,397.82
Authorization increases, approved by Commission:	
Total present construction authorization	$

RECORD OF WORK ORDERS

Date Order Received	Date of Order	Kind of Order	Number of Order	Net Amount	Date Distributed to Field	REMARKS

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

City of Bend
PO Box 431
Bend, OR 97701

Order No. 4-367

Date April 27, 1978

By: Arthur R. Johnson

City Manager
(Official Capacity)

Prefix and account number to which work is to be charged

Description and Location of Work To Be Performed or Materials To Be Furnished:

Design and construct a multi-phase traffic signal at the intersection of southeast Third and Wilson Avenue in the City of Bend.

Install new lane line to provide separate left-turn lanes on Third Street.

Estimate of Quantities and Cost

Preliminary Engineering
Signal Design
Installation
Signing and Striping

Lump Sum Estimate $53,000.00

Basis of Payment:

- ☐ Monthly payments
- ☐ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 53,000.00

Deposit received by Secretary on

Authority from Requisitionist:

- ☐ Agreement dated
- ☒ Letter to J. E. Holcomb, date 4/26/78
- ☐ Oral request to , date

Department Authority:

- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☐ Head of department issuing order

Field information submitted by John E. Holcomb in letter dated 4/27/78

Expected date of completion of work or delivery of materials 1/1/79

Superintendent or engineer responsible for performance of work and submission of information for billing R. L. Lammert, District Engineer

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region IV Department

Signed

Region Traffic Engineer

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP•F150

X

Approved: L.E. George
MCH:cw
May 25, 1978

Misc. Contracts and Agreements
No. 4154

COOPERATIVE CONSTRUCTION-FINANCE AGREEMENT
TRAFFIC SIGNAL INSTALLATION

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, hereinafter referred to as "State", and the CITY OF BEND, a municipal corporation within the State of Oregon, acting by and through its City Officials, hereinafter referred to as "City".

W I T N E S S E T H

RECITALS

1. For the purpose of providing adequate access to a proposed development on property lying adjacent to the Dalles-California Highway, State Primary Highway No. 4, State and City plan and propose to revise the existing traffic signal equipment and provide channelization and left-turn refuges at Wilson Avenue. Hereinafter, all acts necessary to effectively accomplish this work shall be referred to as "project".

2. By the authority granted in ORS 487.850, State is authorized to determine the character or type of traffic control signals to be used, and to place or erect them upon state highways at places where state deems necessary for the safe and expeditious control of traffic. No traffic control signals shall be erected or maintained upon any state highway by any authority other than State, except with its written approval.

3. By the authority granted in ORS 366.425, State may accept deposits of money from any person, firm or corporation for the purpose of locating, grading, surfacing or performing other work upon any public highway within the State. When any moneys are so deposited, the State shall proceed with the proposed project.

4. By the authority granted in ORS 366.775 and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement or repair of any street, highway or road; and State may, with the consent of City, change the grade of any highway or road over which state highway traffic is routed.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE

1. State shall, at City expense, perform all required preliminary engineering, prepare the plans and contract documents, advertise for bids, award all contracts, and supervise the installation. The project may be accomplished by the use of state forces, by contract, or by a combination of these methods , as State shall elect.

2. State shall, at City expense, lay out, construct and paint the channelization, lane lines, islands, left-turn refuges and erect the necessary signing.

3. Upon completion of the project State shall, at it's own expense, perform all necessary maintenance operations on those portions of the project lying within State jurisdiction, including the traffic signal equipment.

4. State shall compile accurate cost accounting records and, upon completion of the project submit to City an itemized statement of the actual total cost of the traffic signal installation and the channelization, including preliminary engineering, design work, material, labor and all contingencies.

THINGS TO BE DONE BY CITY

1. City shall pay all costs attributable to the project. City has deposited with State its check in the amount of $53,500, said sum being considered as equal to the total estimated cost of the project.

Upon completion of the project and receipt from State of an itemized statement of the actual total cost of the project, City shall pay any amount which, when added to City's advance deposit, shall equal 100 percent of the total actual cost. Any portion of said advance deposit which is in excess of the total actual cost of the project shall be refunded to City.

2. City shall be responsible for, and pay all costs of, electrical energy consumed in operation of the traffic control signal.

3. City shall make no changes in the timing program established for the traffic signals without prior written approval of State.

4. City shall pass a resolution authorizing its City Officials to enter into this agreement and the same shall be made a part hereof and attached hereto.

GENERAL PROVISIONS

1. The parties hereto mutually agree and understand that, if requested by City, a mutual review of the signal design plans shall be conducted to the satisfaction of both parties prior to commencement of the work.

2. State and City also mutually agree and understand that the "Topics Agreement" entered into between State and City, dated February 11, 1971, concerning installation of the existing traffic signal, shall remain in full force and effect except as expressly modified by this agreement.

3. Provisions of State and Federal law applicable to public contracts and agreements of this type are hereby incorporated by reference as if fully set forth herein.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City has acted in this matter pursuant to Resolution No. NS-1422, adopted by its City Council on the 7th day of June, 1978.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on 7-7-78 by Glenn L. Jackson, which approval is on file in the Commission records. The delegation order also authorizes the State Highway Engineer to execute the agreement on behalf of the Commission.

APPROVED

/s/ E. S. Hunter
Technical Services Engineer

RECOMMENDED FOR APPROVAL

/s/
Region Engineer

STATE OF OREGON, by and through its Department of Transportation, Highway Division

/s/ H. S. Coulter
State Highway Engineer

CITY OF BEND, by and through its City Officials

By /s/
Mayor

By /s/
City Recorder

8551

HIGHWAY DIVISION

CON

Dale Allen
Region Engineer

August 24, 1983

W. E. Schwartz
Assistant State Highway Engineer

Traffic Signal
3rd & Wilson, Bend
Contract No. 8551

Attached is correspondence on subject project from Chief Counsel, Jack Sollis. He asks the question, "What do you want to do now?"

What does our agreement with the City of Bend say? Specifically, what does it say about payment for preliminary engineering? What representations were made to the City regarding final payments at the time we awarded the contract? They allege that the billing for $11,900 at the time of contract award was the final project billing. What was the contractual relationship between Albertson's, City of Bend, and the State regarding this signal?

Please research these questions and advise me as to "What do you want to do now?"

WES:st

Att.

cc H. S. Coulter
Jack Sollis

CAO 83-117

CITY of BEND

P.O. BOX 431 • BEND, OREGON 97709

RECEIVED
AUG 16 1983
LEGAL

August 15, 1983

NOTED
JACK L. SOLLIS

Martha Rice
Department of Justice
State Office Building
Salem, Oregon 97310

Re: Invoice No. 135423
Traffic Signal Agreement
S. Third Street At Wilson Avenue
Bend, Oregon

Dear Ms. Rice:

This will memorialize our previous conversations regarding the above referenced billing.

The City of Bend respectfully declines to pay the amount of $13,886.51 to the State Highway Division primarily but not exclusively for the reason that the City relied to its detriment on representations made by the Department of Transportation in November, 1978 that an unexpected additional billing of $11,900 was the final billing on the project.

I have enclosed copies of some of the relevant correspondence for your reference.

If you have any questions, please call.

Very truly yours,

James Forbes
Assistant City Attorney

encl.
cc: Tom Gellner
Art Johnson
Ron Marceau
JF/sl

U.S. GOVERNMENT PRINTING OFFICE: 1978 — 733-620

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Malheur	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6-15-79	David B. Carter, Area Engineer DBC	F21-5(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
12-6-79	8-30-78	$\frac{143}{89}$ = 161 %	85 calendar work days

APPROVED EXTENSIONS	LOCATION
4 calendar work days	From Cairo Jct. approximately 7.1 miles southerly to the community of Nyssa, Malheur County, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CAIRO JUNCTION-NYSSA SECTION
CENTRAL OREGON HIGHWAY
Paving

This project provided for paving of approximately 7.1 miles of this section of the Central Oregon Highway. Also included was selected safety improvements.

The contractor overran the allotted contract time by 58 calendar work days. However, the contractor was awarded a 4-day time extension which reduced the total liquidated damage assessment to 54 calendar work days. This resulted in $5,400 of liquidated damages.

The final cost of the original contract items was $399,030.46. This is an underrun of 7.1 percent of the bid amount of $429,538.00. The final contract cost, including engineering and all contract modifications, was $493,484.38.

A final inspection of the completed work was made on July 19, 1978.

All participating work has been completed.

The project has been striped.

RECEIVED STATE HWY ENGR
JUN 20 '79
REFER TO
FOR
Info
Invcs
R/D
D/R
Sign
Act
File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: David B. Carter		SIGNATURE: G K Hossner	
TITLE: Area Engineer	DATE: 6/18/79	TITLE: Field Operations Engineer	DATE: 6/19/79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8551

September 6, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On September 5, 1978, we wrote to you concerning release of final payment on Contract No. 8551 awarded to R. L. Coats for paving on the Cairo Junction-Nyssa Section of the Central Oregon Highway in Malheur County.

Final payment on this contract is $4,662.43 and the total contract amount is $411,342.81. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc R. L. Coats
63285 Skyline Ranch Rd.
Bend, OR 97701

bc C. T. Keasey
Walt Hart
Wendell Schwartz

8551

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 17, 1978

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM R. D. Church for
C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal-aid Project No. F-21-5(2)

RECEIVED
STATE HWY ENGR
AUG 30 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contract 8551, Work Completed 12-6-77

Project Cairo Jct.-Nyssa

Highway Central Oregon

County Malheur

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 7-19-78

G. K. Hansen
G. L. Green
Division Administrator

NOTED
H.S. COULTER

RDC:jb

cc: H. S. Coulter
C. T. Keasey
W. E. Schwartz
R. D. Church

RECEIVED
AUG 21 1978
OREGON

Keasey — Jeckmond — Hopkins — Williams — Johnsen — Glenn
RECEIVED
AUG 29 1978
CONSTRUCTION BRANCH
Richards — Berg — Inloes — Widmer — Gebauer — Church

9551

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-24-78

FEDERAL AID PROJECT NO.
F-21-5(2)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70127

COUNTY NAME
Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6-1-77	3-20-78	Primary 21 - Spur / Primary 7

GENERAL LOCATION:

"Cairo Junction - Nyssa Section"

GENERAL DESCRIPTION OF WORK:

Remove siphon box, plug and abandon pipe at MP-264.16. Relocate siphon and diversion box at MP-259.17. Install culverts in waste water ditches at MP-263.66

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~UNIT PRICE~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 20, 1978, as requested in Mr. Keasey's letter of April 6, 1978 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $2,194, Federal funds $1,883.

NOTED
F. B. KLABOE 4-27

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-24-78	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8551

April 12, 1978

R. L. Coats
B.B. Newport Avenue
Bend, OR 97701

Dear Mr. Coats:

Time Extension Request
Cairo Jct.-Nyssa Section
Contract No. 8551

Your request for an extension of contract time on this project has been carefully reviewed. An extension of four calendar workdays is hereby granted, leaving in effect 54 days of liquidated damages.

The time extension is granted due to the added shoulder aggregate and road approach paving work added on this project. No extension is granted for delays claimed on other projects.

We note that the work on this project was not started until 62 days after award of the contract.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
W. E. Schwartz
P. F. Burnett
FHWA
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 5, 1978

FILE: CON 5 #8551

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Cairo Jct.-Nyssa Section
Central Oregon Highway
Contract No. 8551

The contractor on this project, R. L. Coats, has requested a time extension of 16 days due to change orders (and resultant time extensions) on other State projects and to a change order on this project.

Pertinent contract time data are as follows:

Contract awarded	June 28, 1977
Calendar workday count started	July 11, 1977
Work started	August 29, 1977
Work completed	December 6, 1977
Calendar workdays allowed	85
Calendar workdays used	143
Excess days used	58

The 16 days requested by the contractor includes 10 days for delays on other State projects for which time extensions have been granted. (Actually we granted R. L. Coats 14 days additional time - four days on the Guano Valley job and 10 days on the Cottonwood Cr.-Harney County Line project.) This is not a valid reason for contract time extension and is not recommended.

It should be noted that the contractor did not move in on this project until 50 days after the start of the calendar day count started which was 62 days after award of the contract. This delay was accurately forecasted by the contractor at the July 12, 1977 preconstruction conference. It would seem apparent that the contractor was simply over committed during the summer of 1977.

The contractor claims six days for added work on the subject project and thus it should be considered. Two bid items overran substantially. The shoulder aggregate quantity was increased by price agreement from 1,300 tons to 4,038 tons, an overrun of 313 percent. Based on the average production rate for this work, an increase of three days is justified. The paving of road approaches was increased from 32 to 90, an increase of 281 percent. Although six days were required to pave the additional driveways, two of these were concurrent with other required major construction activities and three of the remaining days were concurrent with the shoulder work. Therefore one additional day is justified for the

RECEIVED STATE HWY ENGR
APR 1 '78
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

extra driveway paving. Therefore a total time extension of four days is recommended.

A rough draft response to the contractor is attached. This is a federal-aid project. FHWA approval is not required.

OBJ:fr

Att.

cc: Robert Church

B-330 (Rev. 3-71)

OREGON STATE HIGHWAY COMMISSION

RECEIVED
D. F. BURNETT
Resident Engineer

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 12-16, **19**77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 85 days to 101 days, within which to complete our Contract No. 8551, without the assessment of liquidated damages. The said contract is described as follows: Calendar

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Increased amount of work Contr #8483 Price Agreement #1 (4 Days)
P.R. H.I. 17152 at same site as Contact #8483
Increased amount of work Contr. #8563 Price Agreement # 2+3 (6 Days)
Increased amount of work Contr. #8551 Price Agreement # 2 (6 Days)
Copies of all Price Agreements Attached Total 16 Days

Respectfully submitted,

R. L. Coats
Contractor

By R L Coats

CONSENT OF SURETY

Date December 21, **19**77

We, SAFECO INSURANCE COMPANY OF AMERICA

....., **as**

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SAFECO INSURANCE COMPANY OF AMERICA
C. A. Tomassene
Attorney-in-fact
C. A. Tomassene, Attorney-in-Fact

C. A. TOMASSENE & SON
Resident Agent

SAFECO INSURANCE COMPANY CORPORATE (SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8551 Contractor R. L. Coats

Highway Central Oregon

Section Cairo Jct.-Nyssa

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

~~Recommend 14~~ 4 days ~~be~~ granted; ~~see attached letter~~.

Four days granted for added shoulder and road approach work.

Recommended for Approval:

Werdue E. Schwantz
Regional Engineer

O. B. Jacksand
For Construction Engineer ~~Bridge Engineer~~

Static Highway Engineer

Contract No.	8551
Project designation	F-21-5(2) State-Federal
Date awarded	June 28, 1977
Work started	August 29, 1977
Per cent completed	100, 12/7/77 Calendar Date
No. of Workdays Allowed	85
No. of Workdays Used	143
No. of Added Workdays Requested	16

SP*67865-734

R. L. COATS, General Contractor
B. B. NEWPORT AVE. • BEND, OREGON 97701 • 382-2166 OR 382-5368

January 16, 1978

P. F. Burnett, Res. Engr.
P.O. Box 702
Ontario, Oregon 97914

Re: Request for Time Extension - Cario Junction
Nyssa Section, Central Oregon Highway
Contract No. #8551

Dear Mr. Burnett:

Enclosed is a request for extension of time due to the amount of extra work involved on the other state contracts and Contract #8551. The enclosed price agreements details the extra work that was done in addition to the original contracts. The Highway Commission has given me an extension of time for this reason on other contracts during the 1977 year.

In contract #8551 I had to put on more than twice the original shoulder work. Also, the driveway quantities were increased almost 200%. I feel that six days is a very conservative figure in view of all this additional work. The other ten days is for about the same kind of work on other contracts for the Oregon State Highway Commission.

Sincerely,

R.L. Coats, Gen. Contr.

RLC/cz
Enc.

OREGON STATE
HIGHWAY DIVISION

WAYNE F. COBINE, 616 NORTH 4th STREET, LAKEVIEW, OREGON 97630

MARCH, 30, 1977

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

R. L. Coats
B. B. Newport Ave.
Bend, Oregon 97701

Re: Contract No. 8483
Guano Valley Section

Dear Mr. Coats,

Hand delivered this date, find 3 copies of Price Agreement No. 1 on the above mentioned contract project.

This price agreement covers anticipated increases in Bid Items No. 7 (General Excavation), No. 8 (Watering), No. 9 (3/4-0 Aggregate Base), No. 10 (Aggregate Subbase). These increases became apparent as the excavation quantity is estimated to more than double.

After approval, please sign and return all copies to this office for further processing.

Very truly yours

Wayne F. Cobine
Resident Engineer

cc: Carl Williams
Files

Form 81-734-1180 (Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Cuano Valley Section — Date March 28, 19 77

Highway Warner — Contract No. 8483

County Lake — Prefix 119-1054

Contractor R. L. Coats — F. A. Project No. PS-333(5)

Address B. B. Newport Ave., Bend, Oregon 97701 — Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Increase Quantities of Bid Itme No. 7,(General Excavation), No. 8(Watering) No. 9,(3/4-0 Aggregate Base) & No. 10,(Aggregate Subbase), to provide additional quantity for removing all the soft spots (M.P. 53.63 to M.P. 56.62), shortening project to M.P. 56.62 and not using Aggregate Subbase M.P. 50.22 to M.P. 50.46.

Locations by station numbers:

M.P. 50.22 to M.P. 56.92

Names of pay items, estimated quantities and agreed prices:

Item No. & Name	Unit	Original Quantity	Revised Quantity	Increased Quantity	Unit Cost	Increased Amount
7 Gen. Exc.	Cu. Yd.	2100	5500	3400	5.00	+ 17,000.00
8 Watering	M-Gal.	610	700	90	6.00	+ 540.00
9 3/4-0 Aggr. Base	Ton	6820	8120	1300	4.40	+ 5,720.00
10 Aggr. Subbase	Ton	30300	34340	3540	4.00	+ 14,160.00
	TOTAL INCREASE					$ 37,420.00

Specifications, basis of measurement and other provisions:

The 1974 Standard Specifications supplemented and/or modified by the Special Provisions for this project shall apply.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$394,183.23
Present estimate of project cost, including $37,420.00 for work under this order	$415,975.00
Expected [redacted] over-run (amount)	$ 21,791.77
Expected [redacted] over-run (per cent)	5.53

Space to right of this line is for use of Salem Office

Submitted by: Wayne Cobine — Resident Engineer — Signed R L Coats — Contractor

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer — Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

BP-79603-734

PURCHASE ORDER

STATE OF OREGON

PAGE 1 OF 1

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

P.O. NO. 487301

P.O. DATE 7/19/77

NO INVOICES 3

Ship To: Oregon State Highway Division
Dist. Engr., 2557 Altamont Drive, Klamath Falls, Oregon 97601

Bill To: State Highway Division, Accounting Section,
State Transportation Building, Salem, Oregon 97310

ACCOUNT NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE
18060 8520	76-77	11-4873-77	64-100

CLASS.	FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO	PURCHASE REQUEST NO.
	Highway Fund		734	PR H17152

VENDOR

R. L. Coats
B. B. Newport Ave.
Bend, Oregon 97701

F.O.B.	DELIVERY REQUIRED	TERMS
See Below	60 Days	

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
1	Crushed Rock: The above material to conform to the following specifications:	3,000	CUYD	7.00	21,000.00

Sieve Size	Percent Passing
3/4"	100
1/2"	85-100
1/4"	25-45
#10	0-10
#40	0-3

(Sand equivalent) (Plasticity Index) (Liquid Limit) S.E., P.I., L.L., durability and fracture shall conform to "Oregon State Highway specifications for Highway Construction" issue of 1974.

Material to be produced and stockpiled at M.P. 56.6 approx. 60 mi. east of Lakeview on the Warner highway #431, and is to be used for maintenance repairs on that highway.

RC:lt

IN ADDITION TO THE CONDITIONS STATED HEREON, THIS ORDER IS SUBJECT TO CONDITIONS STATED IN THE INVITATION TO BID AND THE DEPARTMENT OF GENERAL SERVICES ADMINISTRATIVE RULES.

PURCHASING DIVISION — AUTHORIZED AGENT

Beulah Coates

VENDOR

Form 734-1611-SM

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name ..... Date October 23 19 77

Highway ..... Contract No. 3

County ..... Prefix 13-14

Contractor R. L. Cain ✓ F. A. Project No. S-63(1)

Address ... Box 1..., ..., Oregon 97701 ✓ Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish Class "C" Asphalt Concrete Mixture

Locations by station numbers:

At Contractors Asphalt Plant

Names of pay items, estimated quantities and agreed prices:

Class "C" Asphalt Concrete Mixture, 500 tons @ $14. = $7,000.

(Price to include asphalt cement; the brand, viscosity and percent of which shall be as per the project design mix).

Specifications, basis of measurement and other provisions: State maintenance trucks to receive mixture at the Contractors plant. Mixture is to be produced in conformance with project mix design and other pertinent contract specifications. The final cost incurred under this agreement will be ultimately charged to prefix 13-4415-101.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

Project authorization	$ 476,972.10
Present estimate of project cost, including $ ... for work under this order	$ 476,972.10
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: ... Assistant Engineer

Approval Recommended: ... Construction Engineer

Approval Recommended: ... Construction Administration Engineer or Bridge Administration Engineer

Signed ... Contractor

Approved: ... Construction Engineer

10-11-77

SP*00734-734

mbf
10-24-77

Form A-188—336

1-P

OREGON STATE HIGHWAY DIVIS

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Cottonwood Creek-Harney Co. Line Date Oct. 17, 19 77

Highway John Day-Burns Contract No. 2563

County Grant Prefix 12-1040

Contractor R. L. Coats ✓ F. A. Project No. F-60-(1)

Address P.O. Box 1008, Ford, Or. 97701 ✓ Price Agreement No. 3

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish & place shoulder aggregate.

Locations by station numbers:

Throughout project

Names of pay items, estimated quantities and agreed prices:

Shoulder aggregate, 2,000 tons at $4.50/ton $9,000.00

Specifications, basis of measurement and other provisions: The materials to be used are excess from paving aggregates, aggregate base and paving aggregate rejects & will be blended on a 1:1 basis. All work will be in accord with the Std. Specs. as supplemented and/or modified by the Contract special provisions.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

Project authorization . . . . . $ 476,022.40

Present estimate of project cost, including $ 9,000.00 for work under this order $ 476,022.40

Expected under-run / over-run (amount) . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: Construction Administration Engineer or Bridge Administration Engineer

Signed R. L. Coats Contractor

Approved: [signature] Construction Engineer

10-27-77

SP*68758-734 10-31-77

Form 81-734-1189 (Rev. 8-73)

1-P

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Cairo Jct.-Vyssa Date November 15, 1977

Highway Central Oregon Contract No. 8551

County Malheur Prefix 23-1053

Contractor R. L. Coats F. A. Project No. F-21-5(2)

Address B.S. Newport Avenue, Bend OR 97701 Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Delete Item 10: Aggregate Shoulder, substitute pay item Aggregate Shoulders (Modified). This material will be a combination of material crushed for Aggregate shoulder specification combined with rejects and other material left over from paving aggregate. This non-specification material to be furnished at a reduced unit price.

Locations by station numbers: Throughout limits of project.

Names of pay items, estimated quantities and agreed prices:

2231 Dec. 84 Item 10: Aggregate shoulders	1300 ton	at $7.00/ton	$ 9,100.00
30282 Substitute: Aggregate Shoulders (Modified)	4000 ton	at $4.50/ton	18,000.00
		Net Increase	$ 8,900.00

Specifications, basis of measurement and other provisions: Due to the anticipated overrun of material to construct aggregate shoulders, it will be necessary to combine existing specification material with rejects and other material left from paving aggregate to have enough material to make shoulders safe for traffic. This material to be furnished at a reduction in unit price since material will not meet specifications set forth in Special Provisions for this project.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 492,494
Present estimate of project cost, including $ 18,000 for work under this order	$ 493,494
Expected under-run / over-run (amount)	$ 0.0
Expected under-run / over-run (per cent)	0.0

Space to right of this line is for use of Salem Office

Submitted by: P. F. Burnett, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed R. L. Coats, Contractor

R. L. Coats

Approved: Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or ~~Office Engineer~~. Construction

12-7-77

SP*70603-734 MEJ 12-9-77

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Cairo Jct. - Nyssa
Central Oregon Highway
Malheur County

TABULATION OF A.C. PRODUCTION BREAKDOWN

DATE	CLASS	A.C. IN APPROACH		A.C. In ROADWAY		A.C. PLACED ON CITY ST.		TOTAL A.C PLACED
11-14-77	"E"	74.90		2,409.87				2,484.77
11-15-77	"E"	90.48		1,257.49				1,347.97
11-16-77	"C"	9.10	driveway	—		672.76		681.86
11-17-77	"C"	92.11	driveway	—		601.59		693.70
11-18-77	"C"	162.97	driveway	—		14.65		177.62
11-29-77	"C"	75.64	driveway	—		296.77		372.41
	TOTALS	505.20	÷6 = 84.20/day	3,667.36		1,585.77		5,758.33

RE ☒ RCE ☐ RME ☐ ROE ☐

RFA ☐ FEB 23 1978 ☐

RECEIVED
REGION 5 OFFICE

$\frac{505.20}{90}$ $\frac{5.6133}{}$ yards/driveway

$\frac{90 \text{ driveways}}{6 \text{ days}} = 15 \text{ driveways/day}$

$\frac{32}{15} =$ 2.13 days for Contract amount

A extra days to do extra approaches.

8551

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8551

Salem, Oregon

April 11, 1978

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: Cairo Junction-Nyssa
Central Oregon Highway
FAP No. F-21-5(2)
Contract No. 8551
Recomputed Price Adjustment for
Non-Spec. A.C. Mixture

The price adjustment for non-spec. Class "E" A.C. mixture has been recomputed in accordance with our March, 1978 agreement with FHWA:

Bid Item	Amount P.A. #4	Recomputed Amount
12 - Class "E" A.C. Mixture	$458.70	$624.20

The difference in amounts is $165.50. The amount to be credited to the project on a non-participating basis is $82.75.

MDG:fr

Att.

cc: H. S. Coulter (w/att.)
FHWA "
W. E. Schwartz "
Bob Church "
Files "

RECEIVED
STATE HWY ENGR
APR 13 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

Form 81-734-1180 (Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Cairo Jct. - Nyssa Date February 2, 1978, 19

Highway Central Oregon Contract No. 8551

County Malheur Prefix 23-1053

Contractor R.L. Coats Construction F. A. Project No. F-21-5(2)

Address P.O. Box 1008, Bend, Oregon 97701 Price Agreement No. 84

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Penalty for non-specification Class "E"A.C. material.

Locations by station numbers: Throughout limits of project.

Names of pay items, estimated quantities and agreed prices:

Bid Item # 12 - Class "E" A.C. Mixture
Gradation 45.87 ton 45.87 ton at $10.00 = $ 458.70

Specifications, basis of measurement and other provisions:

Deduction for non-specification material encorporated into final product on subject project.
Copy of computations attached to Price Aggrement.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 452,516.38
Present estimate of project cost, including $ - 458.70 for work under this order	$ 452,058.
Expected under-run ~~over-run~~ (amount)	$ 458.70
Expected under-run ~~over-run~~ (per cent)	1.0

Space to right of this line is for use of Salem Office

Submitted by: P.F. Burnett — Resident Engineer

Approval Recommended: ~~Resident Engineer~~ District Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

3/24/78 Approval Recommended

Signed R L Coats — Contractor

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*79603-734

Oregon Department of Transportation
HIGHWAY DIVISION

CONTRACT NO. 6551
ITEM Cutback - Dyssa

SUMMARY OF FAILING TEST RESULTS FOR Class E BIT MIX
Class (B.C.E, PMBS)
MIX DESIGN NO. 22-13479

DATE 11/15
COMPUTED BY L.W.B.

FORM 734-2445 (12-77)

SHEET ____ OF ____

FAILING TEST RESULTS															FAILING MATERIAL USED			QUANTITY FOR PRICE ADJUSTMENT			
SIEVE SIZE					3/4"	1/2"									MIX REP. (Tons)	% AGG. IN MIX EXCLUDING ASPHALT	AGG. IN MIX COL. 10x11 / 100	% AGG OUT SPEC SUM COL. 17	NET AGG. QUANTITY COL. 12x13 / 100	NET ASPHALT QUANTITY COL. 9x10 / 100	NET SE. LL. PI. FP COL. 8x15
DATE	TEST NO.	% OUT SPECS (1)	% OUT SPECS (2)	% OUT SPECS (3)	% OUT SPECS (4)	% OUT SPECS (5)	% OUT SPECS (6)	1S + 1A-0.1 (7)	% OUT SPECS (8)	2 + C (9)	% OUT SPECS (10)	% OUT SPECS (11)	% OUT SPECS (12)		(13)	(14)	(15)		(17)	(18)	(19)
11/7/77	3					+1.0		4.5							200	94.3	1131	1	11.31		
11/12/77	9					+1.0		4.5							300	94.6	283.8	1	2.84		
11/13/77						+1.0		3.0							300	94.7	283.2	2	5.66		
11/14/77						+1.0		1.5							170	94.7	160.5	1	3.19		
11/15/77	10				+2.0	+2.0		3.0							673	94.1	633.3	4	25.33		
11/15/77	11				+1.0										415	94.1	390.2	1	6.39		
		MAJORITY OF MIX IS IN SPECS THESE DAYS																			

Contract No. 8551 SUMMARY of FAILING TESTS RESULTS for E BIT MIX

Class (B, C, E, PMBB)

Section 1 Cairo Jct. - Nyssa

SHIFT AVERAGE OF TESTS																		AGGREGATE			
Sieve Size			1/2		3/8		1/4		#10		#200			SE. LL. PI		Asphalt		MIX USED	In Mix		Out S
Date	%		%		%		%		%		%		%			%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-
	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		Ave	Out Specs		%	Tons	%
	1		2		3		4		5		6		7	8		9	10	11	12	13	14
11/11/77	#2								16	1.0 ✓						5.6	—	1200	94.4	1132.80	1.0
11/12/77	#4								16	1.0 ✓						5.6	—	300	94.4	283.20	1.0
11/13/77	#6								17	2.0 ✓						5.5	—	500	94.5	472.50	2.0
" 14/77	#8								16	1.0 ✓						5.5	—	750	94.5	708.75	1.0
11/15/77	#10						52	2.0	17	2.0 ✓						5.8	—	673	94.2	633.97	4.0
"	#11						53	1.0 ✓								5.8	—	675	94.2	635.85	1.0
																		62.42 x $10.00 = $624.2			
																		$624.20 - 458.70 = 165.50			
																		TOTALS			

final copy plus other substantiating data with price agreement

SUMMARY of FAILING TESTS RESULTS for E BIT MIX

Class (B. C. E. PMBB)

Jct. - Nyssa

Recompleted for FHWA 4b/5c

SHIFT AVERAGE OF TESTS														MIX USED	AGGREGATE				ASPHALT	SE. LL. P
1/2		3/8		1/4		#10		#200				SE. LL. PI	Asphalt		In Mix		Out Specs		Out Specs	Out Specs
%		%		%		%		%					%		100-Col 9	Col. 11x12 / 100	Sum of Col. 1-3	Col. 13x14 / 100	Col. 10x11 / 100	Col. Sx1
Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
2		3		4		5		6		7		8	9 / 10	11	12	13	14	15	16	17
						16	1.0 ✓						5.6 —	1200	94.4 ✓	1132.80 ✓	1.0 ✓	11.33 ✓		
						16	1.0 ✓						5.6 —	300	94.4 ✓	283.20 ✓	1.0 ✓	2.83 ✓		
						17	2.0 ✓						5.5 —	500	94.5 ✓	472.50 ✓	2.0 ✓	9.45 ✓		
						16	1.0 ✓						5.5 —	750	94.5 ✓	708.75 ✓	1.0 ✓	7.09 ✓		
				52	2.0 ✓	17	2.0 ✓						5.8 —	673	94.2 ✓	633.97 ✓	4.0 ✓	25.36 ✓		
				53	1.0 ✓								5.8 —	675	94.2 ✓	635.85 ✓	1.0 ✓	6.36 ✓		

62.42 x $10.00 = $624.20 ✓

$624.20 - 458.70 = 165.50 ✓ ÷ 2 = 82.75 ✓

4/10/78 O'Brien Mbeau

TOTALS 62.42 ✓

Other substantiating data with price agreement

8551

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cairo Jct. - Nyssa		WEEK ENDING: March 18, 1978
		SECTION PREFIX: 23-1053
HIGHWAY: Central Oregon		COUNTY: Malheur
NAME OF JOB: Cairo Jct. - Nyssa	KIND OF WORK: Paving	
CONTRACTOR: R. L. Coats Const.	CONTRACT NUMBER: 8551	FEDERAL AID PROJECT NUMBER: F-21-5(2)
DATE OF CONTRACT: June 28, 1977	DATE WORK STARTED: August 29, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 85CWD	CALENDAR DAYS USED 143CWD
PROJECT AUTHORIZATION: $493,484.36	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 168
EXCLUSIVE OF ENGINEERING: $454,353.53	ENGINEERING AUTHORIZATION $39,130.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $404,314	This Week 132.36	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 82
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 11 %	ENGINEERING COST TO DATE $27,240.17	DATE PROJECT WAS COMPLETED:
	PERCENT OF AUTHORIZATION 70 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		7.10			7.10
MILES PARTIALLY COMPLETED					
MILES COMPLETED		7.10			7.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,300 ton			21,600 ton
TOTAL QUANTITIES CORRECTED TO DATE		4,038 ton			21,274 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		4,038 ton			21,274 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Overcast			
MONDAY 13	Overcast			
TUESDAY 14	Fair			
WEDNESDAY 15	Fair			
THURSDAY 16	Fair			
FRIDAY 17	Fair			
SATURDAY 18				

RECEIVED
MAR 20 1978
CONSTRUCTION BRANCH

Kessey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12	No activity all week.
MONDAY 13	
TUESDAY 14	
WEDNESDAY 15	
THURSDAY 16	
FRIDAY 17	
SATURDAY 18	

REMARKS

Semi-final data submitted on Tuesday of this week. This is the final weekly Report.

SIGNED P. T. Smith LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8551 D

8

1 K
2 9

RECEIVED
DEC 1 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer
Hopkins
Johnson
Inloes

8551

TRA 4-1

OREGON STATE HIGHWAY DIVISION

Ontario, OR 97914
November 22, 1977

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐
RDE ☐

NOV 29 1977

RECEIVED
REGIONAL OFFICE

Liability Claims Division
100 State Office Building
Salem, Oregon 97310

Enclosed is copy of Report of Motor Vehicle Accident Investigated by Employees, covereing accident of November 13, 1977, involving Donald L. Blank and Dario R Gavilan. This was an injury accident which happened within the confines of Contract # 8551, Cairo Junction-Nyssa Section, Central Oregon Highway, in Malheur County.

P. F. Burnett
Resident Engineer

cc: W. E. Schwartz
by Const. Sect. (2)
Kaffe

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
DEC 6 '77
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | Act | File

Form E-560

85551

TRA 9-1

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

Date of Accident November 13, 1977 Time of Accident 11:40 (A.M. or P.M.)

Name of Driver # 1 Donald L. Blank
2 Dario R. Gavilan

Name of Deceased (if any) None

Date of Field Investigation 11-13-77

County Malheur

Highway Name Central Oregon

Highway Number 7 Route US 20-26

General Location Station 187+05 , also about 2 mile north of Nyssa

Mile Post 263.5

Posted Speed 55

Check Appropriate Items:

Type of Culture
- ___ Heavy
- X Moderate
- ___ Light
- ___ None

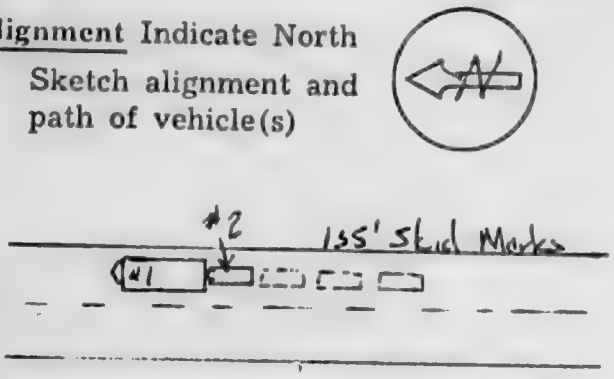
Surface Condition
- ___ Dry
- X Wet
- ___ Snow or ice
- ___ _____ (Other)

Grade (in direction of Vehicle's travel)
- X Level
- ___ Hillcrest
- ___ Approx. ___% descending
- ___ Approx. ___% ascending

Lighting
- X Daylight
- ___ Dawn or Dusk
- ___ Darkness Illum.
- ___ Darkness, non-Illum.

Alignment Indicate North

Sketch alignment and path of vehicle(s)



Highway, X-Section

Sketch with dimensions

Description of Accident: Vehicle # 1 had just stopped in traffic line, vehicle # 2 apparently driving to fast , hit rear of Vehicle # 1. Construction signs were in place at end of project and standard series of portable traffic control signs were in place as specified ahead of the traffic line. Traffic was being piloted through work area.

(See attached OSP Traffic Accident Report by T.R. Burrows

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Distribution: Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

78932-734

Investigator Joe D. Harper

Title Inspector

TRAFFIC ACCIDENT REPORT – POLICE

STATE OF OREGON ☐FATAL ☒INJURY ☐PROP. DAMAGE Dept. OREGON STATE POLICE City N/A County Malheur Page 1 of 2 Pages

Case No.	1. ACCIDENT INVOLVED: ☒ One Other MV ☐ Two or More MV's ☐ Pedestrian ☐ Motorcycle ☐ Bicycle/Tricycle ☐ Fixed Object ☐ Non-Collision ☐ Animal ☐ Other ☐ City, County, State Property Damaged Describe:	COMPUTER ENTRY: Persons ☐ Booking ☐ Vehicle ☐ LEDS ☐ Crime ☐ NCIC ☐ Property ☐	Distribution:	
Classification:		ACCOMPANYING REPORTS: Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation ☐	Do Not Write In This Space	
2. Date Occurred: Nov. 13, 1977	3. Time Occurred: 11:40 ☒ AM ☐ PM			
4. Reported Date: Nov. 13, 1977	5. Reported Time: 11:45 ☒ AM ☐ PM	6. Location of Occurrence (Route No. or Name): U. S. Hwy. 20	7. At Intersection of (Route No. or Name): N/A	

8. If not at Intersection ☐ Feet ☐ Miles N ☐ S ☒ E ☐ W ☐ (Intersecting highway or street, landmark or house no.): .8 C. R. Gem Avenue

9. Mile Post: 263.5

10. 1.0 Miles N ☐ S ☐ E ☐ W ☐ of Nearest City: Nyssa, Oregon

INJURY CODE: (Mark the first one that applies) A – INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc. B – NONINCAPACITATED – Lump, Abrasions, Cuts C – POSSIBLE - Momentary Unconsciousness, pain, nausea, limping D – NO APPARENT INJURY K – DEAD BEFORE REPORT MADE

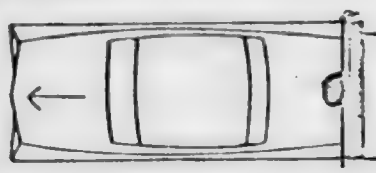
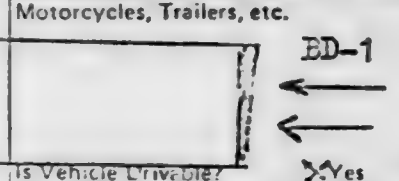
SEAT BELT CODE: None Installed – O; Lap Installed – L; Shoulder Installed – S; Airbag Installed – A; In Use – LL, SS, AA

UNIT No. 1 - MOTOR VEHICLE

DR	11. FULL NAME (Last)	(First)	(Middle)	Computer #	12. Address	13. Sex	14. Race	15. D.O.B.	16. Seat Belt	17. X EJ.	18. Inj.
	BLAIK,	DONALD	LEROY		810 N. Illinois, Caldwell, Idaho	M	W	10-17-23	L		D

Operator License No.	20. Issuing State	21. Type (Specify)	22. Residence Phone	23. Business Phone	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
019-16-5104	Idaho	Chauffeur	459-1072							

Seat	24. Occupant's Name	Computer #	25. Address and Phone	26.	27.	28.	29.	30.	31.
	32.		33.	34.	35.	36.	37.	38.	39.
	40.		41.	42.	43.	44.	45.	46.	47.

48. Owner's Name and Address	49. Odometer Reading	59. Damage Scale	60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
R. L. Green, Box 455 Caldwell, Idaho	169,830		BD-1  Is Vehicle Drivable? ☒ Yes ☐ No

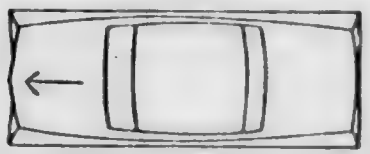
50. License No.	51. License State	52. License Year	53. Veh. removed by/to	54. Vehicle year	55. Make	56. Model	57. Body Style	58. Color
2196ZR 5559ZR	Idaho Idaho	1977 1977	Driver	1976 1976	Peterbilt Trailmobile	Deisel Semi	truck/tractor F.B.	blk/red/blu white

UNIT No. 2 - MOTOR VEH., PED., OTHER

DR	61. FULL NAME (Last)	(First)	(Middle)	Computer #	62. Address	63. Sex	64. Race	65. D.O.B.	66. Seat Belt	67. X EJ.	68. Inj.
	GAVILAN,	DARIO	RAOMANI		Rt. 1 Box 13, Nyssa, Oregon	M	O	10-25-38	L		A

69. Operator License No.	70. Issuing State	71. Type (Specify)	72. Residence Phone	73. Business Phone	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
2290567	Oregon	Driver								

Seat	74. Occupant's Name	Computer #	75. Address and Phone	76.	77.	78.	79.	80.	81.
	82.		83.	84.	85.	86.	87.	88.	89.
	90.		91.	92.	93.	94.	95.	96.	97.

98. Owner's Name and Address	99. Odometer Reading	109. Damage Scale	110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
Driver	Unknown	FD-7 	Is Vehicle Drivable? ☐ Yes ☒ No

100. License No.	101. License State	102. License year	103. Veh. removed by/to	104. Vehicle year	105. Make	106. Model	107. Body Style	108. Color
AEF-212	Oregon	1978	Newhouse Wrecker to Nyssa, Oregon	1973	Chev	Vega	cch	white

111. Actions Taken (Citations, etc.): UTC issued to Operator of Unit #2 for Careless Driving

112. Primary Cause

113. Secondary Cause

Reporting Officer(s): 498-47 Thorval R. Burrows, Sr. Trr.

Prec./Div.	Relief/Shift	Assn./Dist.	R/C Times	ARR:	CLR:	Approved by:

114.Weather(x) one	115. Road Cond.(x) one	116.Light Cond(x)one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
☐ CLEAR	☐ DRY	☒ DAYLIGHT	Skidmarks to impact (ft.)	0	135	☒ YES ☐ NO	Nyssa Ambulance Crew
☒ RAINING	☒ WET	☐ DAWN or DUSK	Distance Travel'd after impact (ft)	0	0	Describe: Hand held	INJURED TAKEN TO: Malheur Memorial Hospital, Nyssa, Oregon
☐ SNOWING	☐ SNOWY	☐ DRKNS/Lighted	Stated spd. before impact (MPH)	0	50	stop sign by	
☐ FOG	☐ ICY	☐ DRKNS/Unlighted	Designated speed for area (MPH)	55	55	flagman	BY: Nyssa Ambulance
☐ CLOUDY	☐ OTHER	☐ OTHER					
☐ OTHER							

WITNESSES: NAME DUNN, ROB ROY RES. ADDRESS & PH. Rt. 1 Box A-11, Vale, Oregon, Phone: 473-2515

NAME RES. ADDRESS & PH.

DRAW SKETCH: INDICATE NORTH. (By Arrow)

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

After viewing the scene and taking statements, it appears this accident occurred on a straight section of U. S. Highway 20 at which time was under construction and had a fresh layer of pavement which was not yet divided into lanes. Traffic was being controlled through the construction zone by a flagman and numerous construction warning signs. Northbound traffic had been stopped by the flagman with Unit #1 stopping behind two other units to wait for a pilot car. As Unit #1 waited, Unit #2 which was also Northbound on U.S. Highway 20 struck the rear of Unit #1, wedging Unit #2 under the rear of Unit #1. The injured operator of Unit #2 had been taken from the scene prior to writers arrival.

Operator of Unit #1 stated in substance that he had been northbound on U.S. Highway 20 and had stopped for the flagman at the construction zone and had been stopped for at least 1 minute when he felt the bump as Unit #2 struck the rear of his semi-trailer.

Operator of Unit #2 stated in substance that he was northbound on U.S. Highway 20 and was aware of the construction zone and the warning signs but thought the truck ahead was moving and when he saw it stopped, he could not stop on the wet pavement in time to avoid collision.

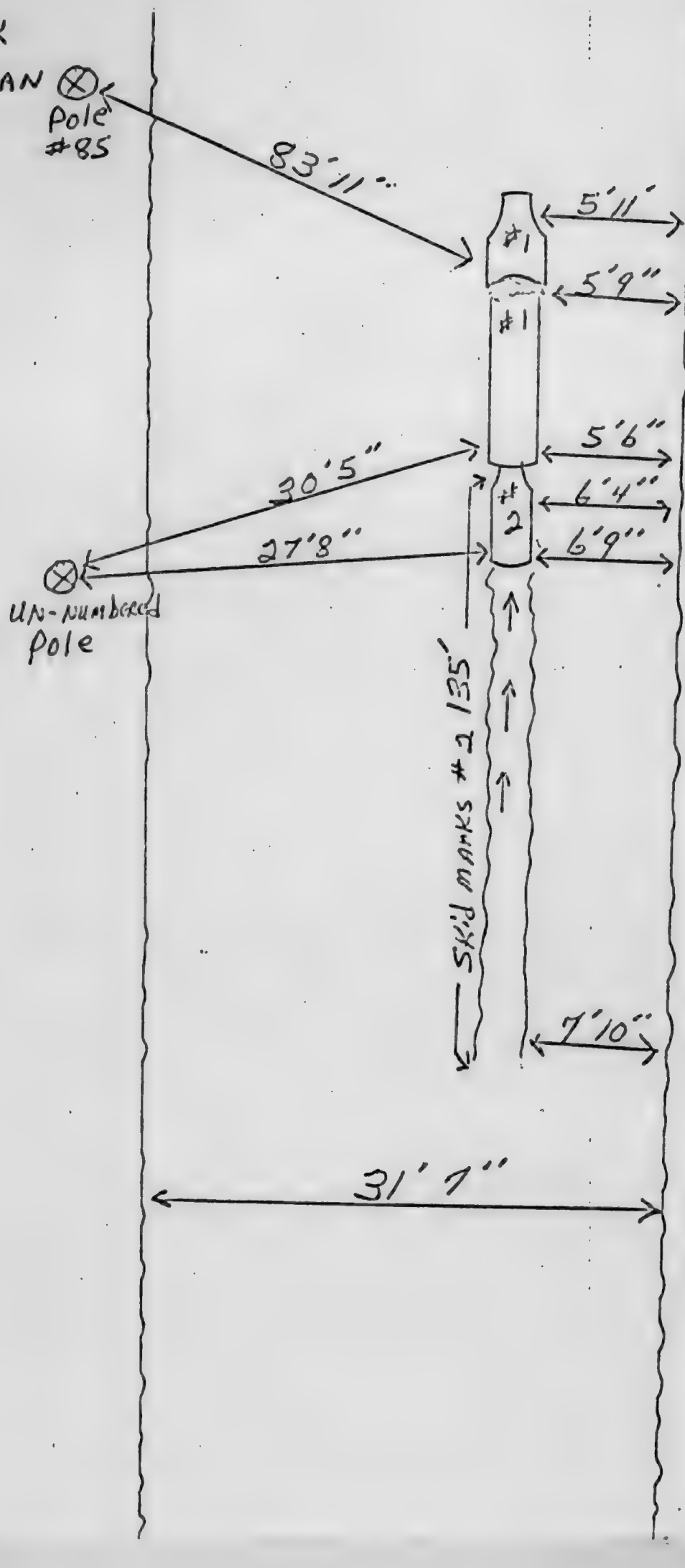
Witness stated in substance that he was flagman at the scene but was not sure what happened.

Action Taken: TT 0085 ONO to BNO, OSH, and MNO, OROSP4700, 11-13-77 1610, sent to Department of Transportation regarding Interstate Commerce Truck Accident.

SUPPLEMENTAL IF REQUESTED:

Accident of Nov 13, 1977 -
US Hwy 20 mp 263.5

Oper's
#1 - BLANK
#2 - GAVILAN



ZCZ10 11/13/77 1611
ZCZE5 CAC CR0SP4700 11/13/77 1610
SP HQ SALEM
SP BAKER
SP MILWAUKIE

ATTN: DEPARTMENT OF TRANSPORTATION-BUREAU OF MOTOR CARRIER SAFETY

INTERSTATE COMMERCE TRUCK ACCIDENT

DATE AND TIME:11-13-77 11:40 AM
LOCATION ACCIDENT:HWY. 20, MP.264

NAME-ADDRESS CARRIER:R. I. GREEN, BOX 455, CALDWELL, IDAHO

NAME-ADDRESS DRIVER: DONALD LEROY BLANK, 810 ILLINOIS,
CALDWELL, IDAHO.
TRUCK DESCRIPTION:76 PETERBILT TRAC. IDA. 27985TK
ORIGIN & DESTINATION:NYSSA, ORE. TO CALDWELL, IDAHO
NAME-ADDRESS OF PERSONS KILLED OR INJURED:DARIO RAOMANI GAVILAN,
RT. 1, BOX 13, NYSSA, OREGON, DRIVER OF #2., SERIOUS FACAL LACERATIONS.
BRIEF DESCRIPTION OF DAMAGE-ALL VEHICLES:SLIGHT DAMAGE TO REAR FRAME OF SEMI.
#2 73 CHEV VEGA COACH., TOTAL LOSS.
BRIEF DESCRIPTION ON HOW OCCURRED:#1 TRAC & SEMI STOPPED FOR FLAGMAN IN CONST.
AREA, #2 RAN INTO THE REAR OF SEMI.

BOTNER, SR. TPR.
SP ONTARIO TJB

8541

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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 3, 1977

FROM: Donald L. Trout
Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Ident. No. 23-0105
Material Source No. 23-35-5
(Loe Pit)
Cairo Jct.-Nyssa Section
Central Oregon Highway
Malheur County

On September 29, 1977, Mr. Stan Ausmus, Dept. of Geology and Mineral Industries, called to say he had just visited with Mr. Frank Burnett, Resident Engineer, by telephone. Mr. Burnett had called to reveal the present condition of our operation at this site. We have apparently had difficulty in obtaining enough rocky material to meet our needs because of a large percentage of sandy material. This left us with more reject material than we anticipated. It has been piled in adjacent areas. Mr. Burnett had called Mr. Ausmus sometime ago to alert him of the anticipated problem.

With this extra reject material we have apparently filled some drainage areas, piled material in a meadow area and onto an area of private property outside our material source property. The latter apparently was done in a deal between the contractor and the private property owner. The manner in which we have disposed of this extra reject material is contrary to the conditions of our operating permit. Mr. Ausmus has requested a revised reclamation plan and plans to visit the site as soon as possible.

Mr. Dale Allen was advised of Mr. Ausmus's telephone call. Mr. Allen was very familiar with what had occurred at the site and indicated they will be taking action to correct the situation. Mr. Ausmus was so informed.

RECEIVED
TECHNICAL SERVICES
OCT 3'77
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

DLT:jh
cc: E. S. Hunter
C. T. Keasey
W. E. Schwartz - Please keep this office informed of progress to correct the problems.

NOTED
J. H VERSTEEG

85-51

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-150	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-17-77	State Oregon County Malheur Project No. F-21-5(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 201, Carlo Jct. to Nyssa

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6/1/77	
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 491,498	$ 421,705

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H E Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W Green
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, August 9, 1977

FEDERAL AID PROJECT
No. F-21-5(2)

CARIO JUNCTION-NYSSA SECTION
CENTRAL OREGON HIGHWAY
MALHEUR COUNTY

Project Agreement Estimate

Type Code 6201
Roadway (M.P. 258.3 to Sta. M.P. 265.4)

Furnishing Field Laboratory	1 each	2,000.00	$ 2,000.00
Mobilization	All Required		50,000.00
Temporary Protection and Direction of Traffic	All Required		8,000.00
Temporary Signs	508 sq. ft.		2,540.00
Temporary Barricades	2 each	100.00	200.00
Flagmen	300 hour	16.00	4,800.00
Pilot Car	80 hour	20.00	1,600.00
Embankment in Place	200 cu. yd.	6.00	1,200.00
Watering	25 M-gal.	10.00	250.00
Aggregate Shoulders	1,300 ton	7.00	9,100.00
Class "C" Asphalt Concrete Mixture	10,800 ton	9.00	97,200.00
Class "E" Asphalt Concrete Mixture	10,800 ton	10.00	108,000.00
Asphalt Cement in Mixture	1,460 ton	80.00	116,800.00
Portland Cement or Lime Additive in Class "E" Mixture	108 ton	70.00	7,650.00
Asphalt in Tack Coat	33 ton	100.00	3,300.00
18-inch Irrigation Pipe	20 lin. ft.	16.00	320.00
24-inch Irrigation Pipe	12 lin. ft.	14.00	168.00
30-inch Irrigation Pipe	10 lin. ft.	25.00	250.00
72-inch Irrigation Pipe	10 lin. ft.	100.00	1,000.00
Guardrail, Type 2A	525 lin. ft.	8.00	4,200.00
Guardrail Anchors, Type 1	7 each	250.00	1,750.00
Rail End Pieces, Type B	12 each	100.00	1,200.00
Rail End Pieces, Type C	2 each	100.00	200.00
Extra for Asphalt Approaches	32 each	100.00	3,200.00
Delineators	300 each	15.00	4,500.00
Steel Siphon Box Covers	1 each	200.00	200.00
			$429,538.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,500.00
Termporary Pavement Striping (S.F.)	All Required	1,000.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
		$ 3,500.00

	Subtotal	$433,038.00
	Engineering	58,460.00
	TOTAL	$491,498.00

Length of Roadway . . . . . 7.100 miles
Cost of Roadway Per Mile $69,225.07

Work Retained in Program Status
(not included in totals below)

Relocate Siphon Box (S.F.)	All Required	$ 1,250.00

Federal Funds 85.8%	$421,705.00
State Funds	69,793.00
TOTAL	$491,498.00

Group 1 - 100%
Contract No. 8551
Prefix 23-1053

Cairo Junction-Nyssa Section
Nonparticipating-State Work

State Responsibility for Damages	All Required	$500.00

8551

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 10, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 23 on the following projects:

1. Main St-Cedar St (Philomath)
   S 19th St, Benton County

   Curbs and walks

   City responsibility

2. Circle Bar Section
   Crane-Venator County Road 37, Harney County

   Surfacing and structure

   County responsibility

3. Linn Road-Sams Valley Highway
   Crater Lake Highway, Jackson County

   Paving

   Six-foot shoulders to be signed and striped as bikeway

4. Valley River Bicycle-Pedestrian Bridge
   Eugene, Lane County

   Grade, pave and structure

   Bikeway project - City of Eugene and Federal Government

5. Fox Valley-Mill City
   Lyons-Mill City Road, Linn County

   Grade and pave

   County responsibility

6. W. Idaho Ave-SW 4th Ave (Ontario)
Malheur County

Paving and walks

City responsibility

7. Cairo Junction-Nyssa
Central Oregon Highway, Malheur County

Paving - 4-foot shoulders provided

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Browning Ave SE-Hilfiker Road SE (Salem)
Pacific Highway East, Marion County

Grading, paving and signals

Six-foot shoulders will be constructed to provide for future bikeway

9. Columbia Slouth Frontage Roads
East Portland Freeway, Multnomah County

Grading, paving and structures

Bikeway to be provided under later contract

10. North Tigard Interchange and Lake Road Interchange
Pacific Highway and East Portland Freeway
Multnomah and Clackamas Counties

Barriers and signing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Rockaway (N 3rd Ave)
City of Rockaway, Tillamook County

Grading and paving

City responsibility

12. Hot Lake Overcrossing-Union
La Grande-Baker Highway, Union County

Paving

Same as #7 except that 2- to 4-foot shoulders are provided

13. N Cherry St-Wallowa Lake Highway
Cove Ave and N Portland St, La Grande, Union County

Grading and paving

City responsibility

14. Denney Road Interchange
Beaverton-Tigard Highway, Washington County

Grading, paving, structure, signing and illumination

Eight-foot sidewalk provided on Denney Road within project limits

15. Spray-Kimberly
John Day Highway, Wheeler County

Grading, paving and structure

Same as #7 except that 4-foot shoulders are provided

16. Rock Creek Section
Willamina-Sheridan Highway, Yamhill County

Grading, paving and structure

Same as #7 except that 4- to 8-foot shoulders are provided

17. NE 20th St-NE 8th St (Newport)
Oregon Coast Highway, Lincoln County

Paving

Same as #10 - overlay only

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8551

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-1-77

FEDERAL AID PROJECT NO. F 21-5(2)

STATE PROJECT NO. See Below

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70127

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	Primary 21-Spur	Primary 7

GENERAL LOCATION:

"Cairo Junction-Nyssa Section"

GENERAL DESCRIPTION OF WORK:

High type pavement (Code 6201-Miles 7.1)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Temporary and Permanent Pavement Striping $2,500; Temporary Erosion Control $1,000

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's May 19, 1977 letter I concur that the subject project is a non major action as set for in FHPM 7-7-2 paragraph 10e.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $512,636-federal funds $439,841.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8551

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 31, 1977

RECEIVED
STATE HWY ENGR
JUN 2 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E S HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attn: Mr. E. J. Valach

Dear Mr. Green:

Re: Oregon Project F 21 (-)
Cairo Junction-Nyssa Section
Central Oregon Highway
Malheur County
FHWA Ref. No. HA.5-OR

In your letter of overlay design approval you made reference to structural information concerning the existing roadway.

Attached is a xerox sheet showing a typical section of the roadbed constructed in 1940 near Nyssa. Also attached is a xerox copy from our highway log showing the makeup of the structural section of this portion of highway. Field information also shows that the shoulders have also been paved by State forces.

Our plans reflected a 1" Class "C" patching and leveling course and a 1-1/2" Class "E" overlay. A 4" future final stage wearing course (by others) should also have been shown and will be added to our plans before contracting. The Class "E" overlay is designed to flex with the deflections of the highway and therefore preserve and provide a useable highway surface until the 4" structural overlay is required, in essence we are stage constructing.

We hope this answers any questions you may have.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
F. E. Terpin
F. Eriksen

Form 81-734-3122

8551 7

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/23/77
Donald L Rost

6-23-77 Bid Letting _____ All Clear Deadline

SECTION Cairo Jct. - Idaho State Ln. (Nyssa)
Highway Central Oregon
County Malheur Region _____
Type of Work Overlay Funds FA
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	statewide - no problems
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.		X			X	Anticipate no problems with DOGMI Permit
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8551

GENERAL FILES

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 23, 1977

In reply refer to: HA.5-OR

SUBJECT: Oregon Project F 21(-)
Cairo Junction-Nyssa Section
Central Oregon Highway

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Reference is made to Mr. Duane Christensen's May 20, 1997, letter.

We concur with the width of the proposed overlay as shown on the plans submitted with Mr. Christensen's letter.

The structural information of the existing road was not submitted to us. However, if the base design is based on sound engineering practices, we concur with the designed depth of the overlay.

for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 27 '77
REFER TO
FOR

orig to Veirs

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 20, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. J. HUNTER

Attn: E. J. Valach

Dear Mr. Green:

Re: Cairo Junction-Nyssa Section
Central Oregon Highway
Malheur County

Attached are two sets of reduced prints of a title sheet and typical sections for the proposed overlay project.

We are proposing to overlay a 7.1 mile section of the Central Oregon Highway from MP 258.3 to MP 265.4. This section presently has an existing bituminous surfacing of 32 feet. The ADT on this section varies from 3,400 at the north end to 4,300 at the north city limits of Nyssa.

The section of highway from Vale to Cairo Junction has a 32' section with an ADT of approximately 3,400. The section in Nyssa is curbed and has a variable width of 48' to 55'.

The proposed overlay will provide for a paved 32' section consisting of 12' lanes and 4' shoulders. The existing surfacing will be patched and leveled with 1" of Class "C" and overlay with 1-1/2" Class "E" ACWS.

A minor amount of adjustment to irrigation facilities and some guardrail work will also be undertaken.

This design is consistent with the 1977 AASHTO publication entitled "Geometric Design Guide for Resurfacing, Restoration, and Rehabilitation (R-R-R) of Highways and Streets". It will provide a substantially better riding surface and will increase the safety and operating conditions to the most feasible degree in a cost effective manner.

The above was discussed with and tentatively approved by Mr. E. J. Valach and Mr. G. K. Hossner. This project is scheduled for the June 23, 1977, bid letting and is estimated to cost $583,000 with engineering and contingencies.

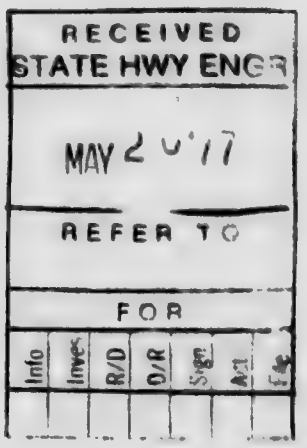
Please review the proposed typical section and base design and give us your approval.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
George Hopkins
W. E. Schwartz
Frank Terpin
Fred Eriksen
Gary Potter



8551

7

April 19, 1977
Salem, OR 97310

Gary A. Potter, Manager
Environmental Section

L. W. Rullen
Program Management Engineer

Four Region 5 Projects to be Processed Under a Single Statewide Environmental Assessment

The four FAS projects proposed in this memorandum have been assessed and evaluated for their potential impact on physical and social environments.

The widely separated projects are located in areas of farming, ranching, and/or timber production. Although environments differ, safety hazards are similar. Each involved badly deteriorated pavement and, in one case (Silvies-Forest Boundary Section), substandard highway width. Mitigation includes combinations of the following: patching; application of a plant-mix seal; widening and paving shoulders; and asphalt concrete overlay.

Athena-Little Dry Creek
Oregon-Washington Highway, M.P. 16.1-21.3

This 5.7-mile project is located among rolling wheat lands on the Blue Mountain slope. The highway provides access to granaries, food processing plants, and forest industries. It is also the principal link between the cities of Pendleton and Walla Walla. The pavement within the Athena-Dry Creek section appears to degenerate daily. It is badly cracked and spalled. These conditions can be corrected with an asphalt concrete overlay. Suitable State-controlled and commercial material sources are located near-by.

Rome-Burns Junction
I.O.N. Highway, M.P. 55.0-64.0

Most of this 9-mile section is located within a considerable expanse of unimproved grazing land. Vegetation is restricted to xeric species, principally big leaf sage. The pavement within the section is subjected to stress from heavily loaded trucks and severe climatic conditions. The margin of highway safety can be considerably improved with a plant-mix seal overlay.

Cairo Junction-Idaho State Line
Central Oregon Highway, M.P. 258.2-266.7

This is the most heavily traveled section of the Central Oregon Highway. Average daily traffic exceeds 5,800 vehicles. Trucks and farm machinery make up a substantial portion of the traffic mix. The proposed project consists of applying a plant-mix seal over the existing pavement. Additional widening is not anticipated.

Silvies-Forest Boundary
John Day-Burns Highway, M.P. 32.2-44.0

This 11.7-mile section of Highway 48 is generally within a large, arid

basin at elevations approaching 5,000 feet msl. Pine-clad hillsides rim the sagebrush-covered basin. Temperatures are extreme. Some of the lowest temperatures in Oregon have been recorded in this vicinity. Climatic extremes, logging, and ranching traffic combine to breakup highway pavement. Maintenance costs are high. Safety hazards are created by broken pavement, lack of paved shoulders, and a tendency for vehicles to speed across the open flat. The hazard can be greatly alleviated by widening the highway to include paved shoulders and overlaying the existing pavement with asphalt concrete. Shoulders can be constructed within Highway right-of-way.

It has been determined that no new right-of-way will be required and that these projects are of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classifies these projects as Non-Major.

GAP:cjh

cc: E. S. Hunter
Wendell Schwartz
Jim Kennedy
Bill Kappus-FHWA

bc: George Ramjoue'
Shirley Ziebart

8552 Browning Ave. S.E.-Hilfiker 1977
Rd. S.E. (Salem) Sec on Pac Hwy E
(Grading, paving & signals)

C.A 5986 4-14-77

C.A 6114 6-22-77

C.A 6114 1-10-80

STATE COPY

☆U GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1 - 14 - 8

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Marion	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1/14/80	William H. Kappus, Area Engineer		TQF-26(4)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11/11/77	12/11/78	110 / 75 = 147 %	75 calendar work days
APPROVED EXTENSIONS	**LOCATION**		
10 calendar work days	On Pacific Highway East from Browning Avenue, SE to Hilfiker Road, SE in Salem, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BROWNING AVE SE - HILFIKER RD. SE
PACIFIC HWY EAST
Grading, Drainage & Signals

This project provided for the construction of a continuous left-turn median lane which required grading, drainage work, and paving. Traffic signals were also installed.

The final cost of the completed project was $400,928.11 which underran the original estimate by 1.6%.

A final inspection of the completed project was made November 28, 1977. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
JAN 17 '80
REFER TO
FCS
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE: Area Engineer	DATE: 1/16/80	TITLE: Field Operations Engineer	DATE: 1/16/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

52

January 10, 1980

City of Salem
City Hall
Salem, OR 97301

AGR 4-1 &
AGR 7

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6164

Gentlemen:

Attached for your files is a fully executed copy of an agreement between the Department of Transportation, Highway Division; the City of Salem; and Donald L. Seaman, dba McDonalds. This agreement is in regard to the modification of the existing traffic signals on Pacific Highway East (Commercial Street) at Browning Avenue in Salem.

We are forwarding a fully executed copy of this agreement to Donald L. Seaman and are retaining a copy for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

Attachment
bc: Don Harwell (agreement attached)

#8552

DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-1-79

FEDERAL AID PROJECT NO.
TQF-26(4)

STATE PROJECT NO.
See below

COUNTY NAME
Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
72502

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	9-14-79	Primary 26	Primary 1E

GENERAL LOCATION:
Browning Avenue - Hilfiker Rd (Salem)

GENERAL DESCRIPTION OF WORK:
Install signal heads and detector loops for west bound traffic - modify controller wiring.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS
This will confirm the advance authorization date of 9-14-79, as requested in Mr. Keasey's letter of 10-29-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 8 is approved for TEC NTE $3,000 Federal funds $2,700.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-8-79		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8552

STATE OF OREGON

INTEROFFICE MEMO

Road Design Section — DEPT.

378-6558 — TELEPHONE

TO: Ken Wolfe
Resident Engineer

DATE: September 27, 1979

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Browning Ave S.E.-Hilfiker Rd. S.E.
Pacific Highway East
Marion County

Your as constructed narrative report has been reviewed by this office and problems of design are noted.

The plans for this project were produced with severe limitations on money, right of way, and time. Had adequate money and right of way been available, most of the problems noted could have been overcome.

Time was of the essence on this project and the location data was not current. So, the intent was to produce a set of plans as best as possible and the fine tuning would be done in the field under construction.

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 27 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

LKW:ab
cc: C. T. Keasey
C. O. Fredrickson

file: 24-1021

CONSTRUCTION ENGINEER'S NARRATIVE REPORT

Browning Avenue - Hilficker Road SE
Pacific Highway East
Marion County
Contract No. 8552

REFERRED TO
2 Beard Steudenmayer
Cole Sample
Eriksen Watson
Hager Dorn Lou
Retyp Discuss Ok Fle Copy Due
BY FINAL DESIGN ENGINEER
Prepare 11" of square as Envelope mat

Critical Dates

Contract awarded to Salem Road and Driveway	7-13-77
Day count commenced	7-25-77
Temporary Signing Started	7-27-77
Pre-construction Conference	7-28-77
Clearing and General Excavation started	8-01-77
Signals Activated	10-17-77
Day count stopped	11-11-77
Project basically completed	11-15-77
Final Inspection	11-28-77
All work completed	9-18-78

75 Calendar workdays allowed
110 Calendar workdays used

25 Excess days charged (Final)

Versteeg
Anderson
Christensen Doc
Olson
Sullivan Mill Copy
Terpin
Trout
Wakerlig

RECEIVED
AUG 06 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Total authorization for this project was $407,522.89. Final cost at time of Post-semi-final was $397,123.35

The main purpose of the project was to provide four lanes of traffic through a heavily travelled area where only two previously existed. The ultimate answer would have been to also provide a left turn refuge. Economics caused the design to be cut back to eliminate any R/W purchases and stay clear of a rock cut on the left, just south of the Masonic Temple.

The contract was awarded to Salem Road and Driveway on 7-13-77 and they started to work installing temporary signing on 7-27-77 with a pre-construction conference following the next day. Clearing and general excavation started the following Monday on August 1st.

Several problem areas with utility clearances were found after initial staking of signal poles was completed. More effort should have been made in the design stages to see that clearances were adequate. This was the case with both aerial and buried power and phone lines.

Because of the steep existing bank on the west side and because of the limited width of existing pavement, the contractor elected to excavate and pave (all but top

Cont.

lift) the east side first. This would then leave adequate width of AC to shift traffic in order to work the west side. The bulk of the excavation for widening was on the east side and most of the quantity was in the cut left of Sta. 84+70± to 89+00±. It was also primarily a fractured, partially decomposed material. Embankments were shallow. As much material as possible was hidden in the embankment, but rather than fight it too much, the contractor elected to waste the bulk of the larger material in a waste area off the project. Reject type crushed rock was then hauled in to replace the wasted material. This was especially true for the fine grading. The contractor asked for extra compensation but the request was rejected.

Prior to widening, the Maintenance Department had to remove and relocate underground sprinklers in the lawn and shrubbery areas of the 12th Street connection.

The contractor worked very vigorously on all phases of the work during August of 1977. The tempo slowed down somewhat in early September. The base paving was completed on the east side on September 6th and traffic was shifted to allow work to commence on the west side. By September 9th the job was ready to the extent that all remaining paving could have been resumed and completed, except that the signals were not in operation to handle the new traffic patterns. All the signal poles were in but the wiring and controls were not installed and from this point the job seemed to stagnate. The Prime and sub contractors had lots of private work as well as other public contracts and this job was used as a fill-in after mid-September.

On October 12th, 1977 the final lift of A.C. on the east side was placed, the signals were placed on flashing red/amber, and the job was opened up to four lanes of traffic. Time had expired on October 7th.

It was not until October 17, 1977 that the signals were turned on to their proper timing and the detector loops were put into operation.

Final paving continued sporadically from October 12th to 21st when it was completed. Shoulder rocking, sidewalk grading, permanent signing, extruded drainage curb installation, guard rail and guide post installation, regrading of ditch lines followed at odd times, and all clean-up work was basically completed and the workday count was ended on November 11, 1977. Final inspection was held on November 28, 1977 A few items of work remained before final acceptance could be made. Bad weather had already set in and the contractor was not able to complete these items (some reworking of topsoil areas, dressing up slopes in the guard rail area, regrading ditch lines, and patching a water pond in the A.C.) until 1978. In fact, it was not until September 15th, 1978 that, after many phone calls and much threatening, the contractor finished redressing the topsoil and patching the A.C. water pond to finally complete all items.

There was considerable comments regarding the striping (it was done according to plan) and the FHWA objected strongly to the providing of an isolated left turn movement for northbound vehicles into I.B.M. The project was restriped to eliminate this and provide a short median refuge for northbound traffic entering onto 99E from Sunnyside Road. This was done by State Forces on SFO No. 6.

SFO No. 7 was written at a later date to relocate the signal poles on the east

Cont.

side at I.B.M. to provide a left turn refuge for southbound traffic in the area just north north of Lansford Street. This was to provide for increased traffic for the new Mazzis' Restaurant.

A small amount of A,C. failed inspection for gradation and liquid asphalt content and P.A. No. 4 (-$475.53) was written to cover it. The material came from a commercial plant. Of a total of 23 tests, only one failed for required compaction.

In order to expedite the project completion within a short time frame (75 calendar workdays), the State provided all basic materials for the new signal installation.

Because of the close, steep, existing cut-bank on the west side through a good portion of the job, widening on that side was held to a minimum. The plans called for an open ditch. The new shoulder was jammed tight against the cut bank creating, in some areas, less than 1:1 shoulder slopes in order to meet a grade line that would drain. This was a lousy design. It will be a maintenance problem and is also a roadside hazard. It should have had a design similar to the cut on the east side utilizing extruded drainage curb.

Temporary traffic control measures were well provided for in the plans and the contractor did a good job of utilizing them to the best advantage. There was only one major accident during the project (a semi-truck and trailer with a motocycle head-on) but it was attributed to gross carelessness on the part of the cycle operator.

Lack of thourough investigation and planning during location and design stages created the need for several price agreements and extra work orders to revise existing storm sewer lines that were above sub-grade, construct sidewalks to eliminate gaps that existed, build wheelchair or pedestrian ramps at signalized crossings, make inlet adjustments that were overlooked, provide topsoil for shoulder slopes in lawn areas in place of standard shoulder aggregates, etc.

end

K. D. Wolfe
Resident Engineer

85.

May 29, 1979

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $900 will be made to Salem Road & Driveway Co. on Contract No. 8552 for work on the Browning Avenue S.E.-Hilfiker Road S.E. Section of the Pacific Highway East in Salem, Marion County, as soon as the warrant is prepared.

The total amount paid on this contract will be $300,477.41 including the post-final payment. Of the total, $1,038.90 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8552

May 22, 1979

Salem Road and Driveway Company
Post Office Box 603
Salem, OR 97308

Gentlemen:

Time Extension
Browning Ave.-Hilfiker Rd. S.E. (Salem)
Marion County
FAP No. TQF-26(4), Contract No. 8552

Your request for an increase in the number of calendar workdays in which to complete the subject project has been given careful review. A 10 calendar workday extension is hereby granted. Consideration in granting the additional time was extra work performed under Price Agreements 1, 2 and 3 and Extra Work Order 2.

Weather conditions were considered, but did not warrant additional contract time.

There remain 25 days liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr

bc FHWA
C. T. Keasey
Robert Church
C. O. Fredrickson
K. D. Wolfe
Richard Hacek

8552

FORM 81-784-8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 31, 1979

FILE: CON 5 #8552

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Browning Ave.-Hilfiker Rd. S.E.
(Salem)
Marion County
Contract No. 8552

The contractor on the subject project, Salem Road and Driveway Company, has requested a 38-day increase in calendar workdays in which to complete the contract. Excessive rainfall, extra work and delays by the City in moving and repairing waterlines are the basis of his request. Pertinent project dates are:

Bid opening	June 23, 1977
Award	July 13, 1977
Time count began	July 25, 1977
Work started	August 1, 1977
Time expired	October 7, 1977 (75 CWD)
Project completed	November 11, 1977 (35 days over time)

The contractor has requested three days in August and eight days in September due to excessive rainfall. The rain did exceed the normal during the two months, but would not be considered unpredictable. Reasonably predictable weather conditions are ordinarily not a valid reason for an adjustment of contract time. No time is recommended.

Price Agreement No. 1 revised the bid item quantities for drainage items due to a plan revision. Three days have been requested by the contractor due to the delays caused by the added work. The additional drainage work performed on August 12, 15 and 16 did delay the contractor and these three workdays should be returned to him.

Four days have been requested for grading delays caused by the moving and repair of City waterlines by City crews. Although the City was not as prompt as would be desired, no real delay can be found. At most, the contractor had to reschedule some work. The contractor had full crews working at the same time the City performed their work. Recommend no additional time.

The contractor claims that the primary work performed after October 22 was extra work and has asked that 20 days be returned. In review of the project records, it is found the contractor performed extra work on October 26, and November 9, 10 and 11. Other contract work was being performed during the stated period. The four workdays required to perform the extra work under Price Agreements 2 and 3 and Extra Work Order 2 should be returned.

A total of seven workdays are recommended being returned to the contractor. These are all related to extra work performed. The seven workdays when expanded (7 x 1.4) equal 10 calendar workdays and this time should be granted. This will leave 25 days liquidated damages charged to the contractor.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: C. O. Fredrickson
K. D. Wolfe

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8552 Contractor SALEM ROAD & DRIVEWAY

Highway Pacific East

Section BROWNING AVE. SE--HILFICKER RD. SE (Salem)

Kind of Work Grade and Pave

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

10 calendar workdays are granted for extra work performed.

Recommended for Approval:
Recommend 7 days per attached memo

Robert E. Rowe
Regional Engineer

O. B. Jackman
For Construction Engineer ~~or Bridge Engineer~~

L. H. Cushman
State Highway Engineer

Contract No.	8552
Project designation	Federal TQF-26(4) (State-Federal)
Date awarded	July 13, 1977
Work started	August 13, 1977
Per cent completed	99% 11/11/77 100% 9/18/78 (Date)
No. of Workdays Allowed	75
No. of Workdays Used	110
No. of Added Workdays Requested	38

SP*07865-734

E-220 (Rev. 3-71)

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 26, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 113 days, within which to complete our Contract No. 8552, without the assessment of liquidated damages. The said contract is described as follows:

Browning Ave. - Hilficker Rd. Pacific Highway East, Marion County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Various as outlined in accompaning letter.

RECEIVED
OCT 27 1978
RESIDENT ENGINEER

Respectfully submitted,

SALEM ROAD & DRIVEWAY CO.
Contractor

By D. J. Maurer
D. J. MAURER, General Manager

CONSENT OF SURETY

Date October 26, 19 78

We, SAFECO INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Edward E. Davis
EDWARD E. DAVIS Attorney-in-fact

(SEAL)

Edward E. Davis
EDWARD E. DAVIS Resident Agent

28552

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

January 24, 1979

Salem, Oregon

FROM: David R. Weaver
REGION II TRAFFIC ENGINEER

SUBJECT: Signalization Agreement

TO: D. H. Moehring, Manager
OFFICE OF PROJECT MANAGEMENT

Attached is a copy of a letter of request from Mr. Donald Seaman, owner of the McDonald's establishment in South Salem. This letter concerns Mr. Seaman's desire to signalize the easterly approach of Browning Avenue at Commercial Street. Could you please draw up the appropriate agreements so that we may proceed with this matter.

Encl.

DRW/rgl
cc: L. E. George

$3500 max.
detector loops access.

C&A No. 6114
City of Salem
6-16-77

Holmes ✓
Have discussed w/ L.E. George

McDonald's

16 Jan 1979

Mr C.Frederickson
Region 2 Engineer
Oregon State Highway Division
2960 E.State St
Salem,Oregon 97310

Dear Mr.Frederickson:

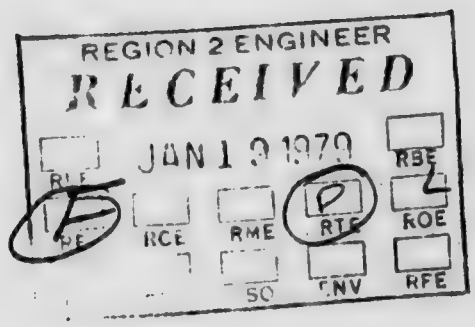
Please proceed to take the steps necesary to make the modifications to the signal light at the corner of Commercial and Browning in Salem.This modification should include a signal head facing the north drivway of our store and a signal loop in the driveway to activate the light.

I have been working on this matter with Mr.Weaver of your office.If you or he have any further questions I will be glad to discuss this matter with you at your convenience.

When you have an indication of when work can begin on this project I would appreciate being made aware of the schedule.Thank you.

Sincerely,

Donald L. Seaman



8552

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8552

Salem, Oregon

January 30, 1979

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: Browning Ave.-Hilfiker Rd.
FAP No. TQF-26(4)
Contract No. 8552
Recomputed Price Adjustment
For Non-Spec. A.C. Mixture

The price adjustment for non-spec. Class "B" or "C" asphalt concrete mixture has been recomputed in accordance with our March 1978 agreement with the FHWA.

Bid Item	Amount P.A. #4	Recomputed Amount
#15 - Class "B" or "C" A.C. Mixture	$475.53	$562.23

The difference in amounts is $86.70. The amount to be credited to the project on a nonparticipating basis is $43.35.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
C. O. Fredrickson
K. D. Wolfe
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

<5.2

9

December 15, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On December 14, 1978, we wrote to you concerning release of final payment on Contract No. 8552 awarded to Salem Road & Driveway Co. for work on the Browning Avenue S.E.-Hilfiker Road S.E. (Salem) Section of the Pacific Highway East in Marion County.

Final payment on this contract is $1,456.60 and the total contract amount is $299,577.41 including $1,038.90 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

8552 D 6-13 78 D 1E

Versteeg
Christensen Don
George
Olson
Terpin
Sullivan Copy
Scott
Savage

RECEIVED
JUN 13 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Browning Ave.-Hilficker Rd SE (Salem)
Pacific Highway East
Marion County
Contract No. 8552

STATEMENT OF OVERRUNS AND UNDERRUNS

	Original	Semi-final	Overrun/Underrun
Contract Items	$313,351.00	$300,792.30	- 4.1%
Anticipated Items	45,700.00	------	-----
Contingencies	16,157.30	------	------
Engineering	32,314.59	45,500.00 (Est.)	+40.8%
Price Agreements	---------	1,998.60 (	------
Extra Work Orders	---------	1,151.00 (Est.)	------
State Force Orders	---------	14,550.00	------
TOTAL	$407,522.89	$393,941.90	- 3.3%

	ITEM	UNIT	ORIGINAL	FINAL	OVER/UNDERRUN
1)	Mobilization	Lump Sum	100%	100%	------
2)	Temporary Protection and Direction of Traffic	Lump Sum	100%	100%	------
3)	Temporary Signs	Sq.Ft.	380.0	406.0	+12.0%

No "Flagman Ahead" or "Be Prepared To Stop" signs were included in the plans or quantity estimate even through there was 1200 hours of flagging time alotted. These signs as used amounted to an additional 128 Sq.Ft. An offsetting 96 Sq.Ft. of curve logo signs, single lane logo signs, road closed signs etc were not used.

4)	Temporary Barricades	Each	17	11	-35.3%

The work didn'trequire the estimated number of barricades to adequately protect the traveling public.

5)	Temporary Continuous Rail Traffic Barrier, Reflectorized.	Lin. Ft.	50	50	----

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Erikson Watson
Hager Dorn Lau
Return Circut. Do File Copy Due
BY FINAL DESIGN ENGINEER

	ITEM	UNIT	ORIGINAL	FINAL	OVER/UNDERRUN
6)	Temporary Plastic Safety Markers	Each	40	40	----
7)	Flagmen	Hour	1200	545.50	-54.5%

Location quantity was an overestimate. The estimated time was enough to provide 2 flagmen, eight hours a day for all of the entire anticipated life of the contract. This was more than was necessary to protect the traveling public.

8)	Clearing and Grubbing	Lump Sum	100%	100%	----
9)	Removal of Structures and Obstructions	Lump Sum	100%	100%	----
10)	General Excavation	Cu. Yd.	1760.0	1601.7	-9.0%
11)	Trench Excavation	Cu. Yd.	130	271.92	+109.2%

See Price Agreement Number 1.

12)	Finish Roadbeds and Slopes	Lump Sum	100	100	----
13)	Watering	M-gal.	10	10	----
14)	Aggregate Shoulders	Ton	260	496.17	+90.8%

The Location estimate either ignored the need for abrupt pavement edge protection material or expected this material to be salvaged and used for the final shoulder material. The salvage and reuse proved to be impractical because of contamination with dirt etc.

15)	Class "B" or Class "C" Asphalt Concrete Mixture	Ton	7740.0	7199.19	-7%
16)	Asphalt Cement in Mixture	Ton	500.0	447.93	-10.4%

The Mix Designs for the (Type "A" and Type "B") A.C. Mixtures called for an average of 6.2% asphalt and the bid item quantities provides an average of 6.5%, thus this item underran a greater amount than the companion bid item (No. 15.).

17)	Asphalt in Tack Coat	Ton	5.0	6.0	+20%

The Location estimate apparrently didn't take into account the street intersections and other miscellaneous areas such as: 50 feet more paving on south end of the project; Albert Drive paving; the widening of the 12th St. connection; etc.

Cont.

	ITEM	UNIT	ORIGINAL	FINAL	OVER/UNDERRUN
18)	8-inch Sewer Pipe	Lin. Ft.	60.0	80.0	+33.3%

Eight extra feet at Winding Way and 16 feet more at Sta. 79+17± Rt. were needed to provide adequate drainage. However 4 feet were eliminated left of Sta. 101+40, for a net increase of 20 lin. feet.

19)	12-inch Sewer Pipe	Lin. Ft.	216	645	+198.6%
	(See Price Agreement No. 1)				
20)	Extra for Pipe Under Pavement	Lin. Ft.	86	105	+22.1%
	(See Price Agreement No. 1)				
21)	Concrete Manholes	Each	1	1	----
22)	Concrete Inlets, Type G-1	Each	4	6	+50.0%

Due to a revision of the drainage system one inlet (at Sta 79+10) that was to be adjusted was replaced because of its grade (Flow line), another at Sta. 1:6+70 was constructed at the begining of an extension of an existing run of pipe, to aid in clean out of the drainage system.

23)	Concrete Inlets, Type G-2	Each	2	1	-50.0%

Due to the revision of the drainage system, one of these inlets was replaced (at Sta. 88+95 lt.) by a manhole that was already provided for in the plan quantities.

24)	8-inch Drain Pipe	Lin Ft	450.0	480.0	+6.3%
25)	Special Filter Material in Drains	Cu.Yd.	61.00	76.37	+25.2%
	(See Price Agreement No. 1)				
26)	Guard Rail, Type 1	Lin. Ft.	38.0	38.0	----
27)	Rail End Pieces, Type A	Each	2.0	2.0	----
28)	Extra for Asphalt Approaches	Each	14.0	16.0	+14.3%

Browning Ave and an approach left of Sta. 82+50 were overlooked during preparation of the construction plans.

29)	Drainage Curb	Lin. Ft.	860.0	1040.8	+21.0%
	(See Price Agreement No. 1)				

Cont.

	ITEM	UNIT	ORIGINAL	FINAL	OVER/UNDERRUN
30)	Delineators	Each	20.0	50.0	+150.0%

The extras were needed to provide for the safety and convenience of the traveling public.

31)	Adjusting Manholes	Each	5.0	5.0	-----
32)	Adjusting Inlets	Each	4.0	7.0	+75.0%

(See Price Agreement No. 1)

33)	Capping Inlets	Each	3.0	2.0	-33.3%

Due to revisions in the drainage system, the inlet was adjusted rather than being capped. (See Bid Item No. 32)

34)	Removal of Existing Sign Installations	Lump Sum	100%	100%	----
35)	Wood Sign Posts	Lump Sum	100%	100%	-----
36)	Type "C" and "D" Signs in Place	Sq.Ft.	90.0	109.2	+21.3%

An error was made in the location computation of this quantity, since only 3 Sq.Ft. were added to the quantity of signs called for on the on the project plans. (The added area was for a "Signal Ahead" sign at the begining of the job, which was apparently overlooked during preparation of the construction plans).

37)	Type "EE" Signs in Place	Sq.Ft.	35.0	34.9	-0.3%
38)	Type "H" and "I" Signs in Place	Sq.Ft.	55.0	70.3	+27.8%

A needed signal Logo sign at the begining of the project was apparently overlooked during the preparation of the construction plans. The omitted sign accounts for 16 Sq.Ft. of area.

39)	Type "U" Signs in Place	Sq.Ft.	77.0	77.0	-------
40)	Move and Reinstall Existing Signs	Lump Sum	100%	100%	-------
41)	Traffic Signal Installation, complete	Lump Sum	100%	100%	-------

Cont.

	ITEM	UNIT	ORIGINAL (Anticipated By PA #1)	FINAL	OVERRUN/UNDERRUN.
P.A. #1)	Documentation of Increase in Bid Items No. 11, 19, 20, 25, 29, and 32.				
(11)	Trench Excavation	Cu.Yd.	294.0	271.9	-7.5%

Excavation quantities on the drain pipe a Sta. 86+50 to 91+00 was underestimated by 3½ times. Also additional pipe was added to the project which also served to increase the trench excavation. (See Bid Item No. 19, as follows)

(19)	12-inch Sewer Pipe	Lin.Ft.	645.0	645.0	------

The existing pipe left of Sta. 105+32 to 106+91 was inoperative, also the the existing pipe left of Sta. 99+21 to 102+00± was at such a grade that the top of the pipe was above sub-grade, thus necessitating the replacement of both these runs. This replacement was not anticipated by construction plans, and was provided for in P.A. No. 1.

(20)	Extra for Pipe Under Pavement	Lin. Ft.	105.0	105.0	----------

The pipe left of Sta. 84+50 needed an additional 5 lin.ft. and the pipe left of Sta. 89+65 an additional 14 lin.ft. of Pipe Under Pavement. This extra quantity was anticipated by P.A. #1.

(25)	Special Filter Matl in Drains	Cu.Yd.	105.0	76.37	-27.3%

(See Bid Item 11 under PA #1) The estimation of this quantity (for the PA) was apparently in error.

(29)	Drainage Curbs	Lin.Ft.	943.0	1140.80	+ 21.0%

The overrun was due to certain portions of the drainage curb being extended due to the revision of the drainage system, this was not anticipated by the P.A., also to a section from Sta. 83+90 to 84+73 (83 feet) was constructed to join two existing sections of curb. The 83 feet were apparently overlooked in preparation of the plans, but were the extra length anticipated by P.A. 1.

(32)	Adjusting Inlets	Each	7	7	-----

Due to changes in the drainage system 3 inlets at Stals 99+55 Lt, 101+40 Lt and 105+35 Lt. were adjusted instead of capping as provided for on the plans.

[redacted]

P.A. #2)	Furnish and Place Topsoil	CuYd	60	100 (Est.)	+66.7%

This item is not completed yet. Part of the overrun is underestimation and part is due to some erosion.

Cont.

	ITEM	UNIT	ORIGINAL	FINAL	OVER/UNDERRUN
P.A. #3)	Construct Asphaltic Concrete Sidewalks	Sq.Yd.	66.0	75.8	+ 14.8%

The pedestrian pads at the IBM traffic signals were under estimated when the PA was prepared.

EWO #1	Lower Sewer Pipe	$115.00	*---	----

* Final Billing Not received from contractor as of yet.

EWO #2	Remove Asphalt Markers, Install PCC Ramps and Widen Strect Connection	$1,036.00	* ---	----

* Final billing not received from contractor.

SFO #1	Adjust Sprinkler System	$5,900.00
SFO #2	Permanent Striping & Buttons	$1,000.00
SFO #3	Furnish Signal Materials	$35,700.00
SFO #4	Temporary Striping	$1,500.00
SFO #5	Revise Signal Head Locations	$150.00
SFO #6	Revise Permanent Striping	$ 300.00

END

8552

TE

February 8, 1978

Glenn K. Hossner
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

Dear Mr. Hossner:

Re: Browning Avenue S.E.-Hilfiker
Road S.E. (Salem)
Pacific Highway East
Marion County

Attached is a print showing a proposed revision to the subject section to provide access to a new commercial establishment which is proposed for construction in early spring. This will provide a four-lane facility plus a refuge lane.

Unless reconstruction is delayed this section will not be restriped to provide northbound left-turn or through moves.

Your approval of this attached plan is requested.

Very truly yours,

D. N. Stoudenmeyer
Preliminary Design Supervisor

DNS:ab
cc: C. O. Fredrickson
L. E. George

Verstoog ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 09 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

8552

9

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Browning Ave-Hilficker Rd		WEEK ENDING: November 19, 1977
		SECTION PREFIX: 24-1021
HIGHWAY: Pacific East		COUNTY: Marion
NAME OF JOB: Browning Ave-Hilficker Rd (Salem)	KIND OF WORK: Grade, Pave, & Signals	
CONTRACTOR: Salem Road And Driveway Co.	CONTRACT NUMBER: 8552	FEDERAL AID PROJECT NUMBER: TQF 26(4)
DATE OF CONTRACT: July 13, 1977	DATE WORK STARTED: August 1, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS: 75	WORK DAYS USED: 110
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 147%
PROJECT AUTHORIZATION: $ 407,522.89		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 375,208.30	ENGINEERING AUTHORIZATION $ 32,314.59	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 375,200.00	ENGINEERING COST TO DATE $ 41,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 127 %	DATE PROJECT WAS COMPLETED: November 11, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%		100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.34				0.58
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.34				0.58
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1760 CY				7,740 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1510 CY				7,300 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
November SUNDAY 13	Cldy, Shwrs	0		Day count stopped on 11/11/77.
MONDAY 14	Rain			
TUESDAY 15	Cldy			
WEDNESDAY 16	Ptly Cldy			
THURSDAY 17	Cldy, Cold			
FRIDAY 18	" "			
SATURDAY 19	" "			

Keesey
Bond
Jackmond
Hopkins
Johnsen
Inlow

NOV 23 1977

CONSTRUCTION SECTION

Gebauer
Widmer

BEN GIFFORD

F8552

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-26-77

FEDERAL AID PROJ. NO. QF-26(4)

STATE PROJECT NO. See Below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 72502

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	8-1-77	Primary 26	Primary 1 E

GENERAL LOCATION:

"Browning Avenue - Hilfiker Road (Salem)

GENERAL DESCRIPTION OF WORK:

Adjust Sprinkler System by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AGREED~~ PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-10-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 1 at a total estimated cost not to exceed $5,900 Federal Funds $5,300.

NOTED Levan 11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-26-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8552

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Browning Ave-Hilficker Rd		WEEK ENDING: November 19, 1977
		SECTION PREFIX: 24-1021
HIGHWAY: Pacific East		COUNTY: Marion
NAME OF JOB: Browning Ave-Hilficker Rd (Salem)	KIND OF WORK: Grade, Pave, & Signals	
CONTRACTOR: Salem Road And Driveway Co.	CONTRACT NUMBER: 8552	FEDERAL AID PROJECT NUMBER: TQF 26(4)
DATE OF CONTRACT: July 13, 1977	DATE WORK STARTED: August 1, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS: 75	WORK DAYS USED: 110
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 147%
PROJECT AUTHORIZATION: $407,522.89		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $375,208.30	ENGINEERING AUTHORIZATION: $32,314.59	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $375,200.00	ENGINEERING COST TO DATE: $41,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 127 %	DATE PROJECT WAS COMPLETED: November 11, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		
100%	100%	100%		100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.34				0.58
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.34				0.58
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1760 CY				7,740 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1510 CY				7,300 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
November SUNDAY 13	Cldy, Shwrs	0		Day count stopped on 11/11/77.
MONDAY 14	Rain			
TUESDAY 15	Cldy			
WEDNESDAY 16	Ptly Cldy			
THURSDAY 17	Cldy, Cold			
FRIDAY 18	" "			
SATURDAY 19	" "			

Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes

NOV 23 1977

CONSTRUCTION SECTION

Chr
Gebauer
Widmer

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity
MONDAY	Contractor worked 1½ hrs doing general cleanup, adjusting a manhole at 79+20 and placing a minor amount of shlr. aggr. at 12th St cutoff.
TUESDAY	No activity.
WEDNESDAY	same.
THURSDAY	same.
FRIDAY	same.
SATURDAY	same.

REMARKS

Final inspection scheduled for 11/28/77.

SIGNED K. D. Wolfe LOCATION Salem

DISTRIBUTION: Const. (3), Region, file.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP•F216

Salem, Oregon
September 12, 1977

Duane O. Christensen
Final Design Engineer

Ken Wolfe
REsident Engineer

Sign Shop Drawings
Browning Ave.-Hilfiker Rd.
Pacific Highway East
Marion County
Contract No. 8552

Enclosed find three sets of approved shop drawings for the Type "U" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Ed Rief for shop inspection of the signs and one set sent to Coral Corp. in order that they may fabricate the signs.

As a point of information, sign shop drawings should be sent to J. H. Versteeg for approval.

WGB:az
Attachments
cc: C. T. Keasey
John Sheldrake
W. G. Beard

8522

8

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

ROBERT STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1977

RECEIVED
STATE HWY ENGR
SEP 8 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. & Mrs. Robert B. Albert
955 Albert Drive, SE
Salem, Oregon 97302

Dear Mr. & Mrs. Albert:

We have been reviewing the access for the property between Albert Drive and Lansford Road. Your concern resulted from the removal of the old roadway in front of this property during construction on the Browning Ave. SE - Hilfiker Rd., SE (Salem) Section of the Pacific Hwy. East project.

We have reviewed our files relative to the historical developments concerning access to this property. We were unable to find anything in the official record that would substantiate the meeting between Mr. Baldock and Mr. Dickson. As I understand it, Mr. Baldock had agreed to retain the old pavement so that access could be provided from Lansford Road and Albert Drive into the frontage of Mr. Dickson's store. Mr. Dickson agreed that the guardrail that was placed between the old and new highways could be retained thereby eliminating direct access from the new highway to his store. This agreement, in effect, provided an access from the highway to Mr. Dickson's store by utilizing either Lansford Road or Albert Drive and the old pavement. While no official record exists of that meeting, the use of that pavement over the past 20 years or so would verify that such an agreement had been made.

Your concern is certainly understandable. This letter is to provide you an official document that will ease your concerns about future access onto the highway.

After reviewing the traffic patterns in the area and looking into potential traffic problems, it would appear that the proper point for access would be at the traffic signal opposite the IBM driveway. It is important to note that different types of development would require different alterations to this signal.

A development that generates a lot of traffic may require extensive signal redesign to provide for separate left turn phases. On the other hand, a development that does not generate much traffic would simply require additional signal heads. Until the actual type of development is known, it will not be possible to delineate the improvements for which the developer will be responsible. In any event, access at the signal will require an easement for signal detection devices. Also, the developer will be required to pay for any signal modifications, curbs, sidewalks, etc., necessary for the signal to operate properly for its intended purpose.

I hope that this has clarified your right for access, its general location and the permit conditions that must be met when the property is developed.

Sincerely,

ORIGINAL SIGNED BY
R. ROYER

Robert E. Royer
REGION II CONSTRUCTION ENGINEER

REReden

bcc: H. S. Coulter ✓ J. B. Boyd
Jack Sollis Bud George
Jim Dixon Rick Kuehn
Ken Wolfe

8552

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-81		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 1	8-30-77	Project Number TQF-26(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 21, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,000	$ 416,010
Federal funds	$ 9,000	$ 374,408
Other revisions		

This modification is made for the following reasons:

Increased cost of preliminary engineering and addition of the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of August, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By E J Hunter

~~State Highway Engineer~~
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

55717

Oregon State Highway Division
Salem, Oregon August 19, 1977

Federal Aid Project
No. TQF-26(4)

BROWNING AVE. S.E.-HILFIKER RD. S.E. (SALEM)
PACIFIC HIGHWAY EAST
MARION COUNTY

Revised Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 17,000.00
Type Code Y008			
Channelization (Sta. 70+00 to Sta. 109+80)			
Mobilization	All Required		14,000.00
Temporary Protection & Direction of Traffic	All Required		8,050.00
Temporary Signs	380 sq.ft.	8.00	3,040.00
Temporary Barricades	17 each	150.00	2,550.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 lin.ft.	20.00	1,000.00
Temporary Plastic Safety Markers	40 each	100.00	4,000.00
Flagmen	1,200 hr.	17.50	21,000.00
Clearing and Grubbing	All Required		1,000.00
Removal of Structures and Obstructions	All Required		2,500.00
General Excavation	1,760 cu.yd.	14.65	25,784.00
Trench Excavation	130 cu.yd.	11.00	1,430.00
Finishing Roadbed and Slopes	All Required		3,080.00
Watering	10 M-gal.	20.00	200.00
Aggregate Shoulders	260 ton	10.00	2,600.00
Class "B" or Class "C" Asphalt Concrete Mixture	7,740 ton	15.65	121,131.00
Asphalt Cement in Mixture	500 ton	75.00	37,500.00
Asphalt in Tack Coat	5 ton	200.00	1,000.00
8-inch Sewer Pipe	60 lin.ft.	11.00	660.00
12-inch Sewer Pipe	216 Lin.ft.	14.30	3,088.80
Extra for Pipe Under Pavement	86 lin.ft.	17.60	1,513.60
Concrete Manholes	1 each	1,540.00	1,540.00
Concrete Inlets, Type G-1	4 each	500.00	2,000.00
Concrete Inlets, Type G-2	2 each	500.00	1,000.00
8-inch Drain Pipe	450 lin.ft.	9.00	4,050.00
Special Filter Material in Drains	61 Cu. Yd.	19.00	1,159.00
Guardrail, Type 1	38 lin.ft.	13.20	501.60
Rail End Pieces, Type A	2 each	25.00	50.00
Extra for Asphalt Approaches	14 each	400.00	5,600.00
Drainage Curbs	860 lin.ft.	1.75	1,505.00
Delineators	20 each	21.00	420.00

Adjusting Manholes	5 each	154.00	770.00
Adjusting Inlets	4 each	176.00	704.00
Capping Inlets	3 each	176.00	528.00
Rem. of Existing Sign Installations	All Required		440.00
Wood Sign Posts	All Required		3,800.00
Type "C" and "D" Signs in Place	90 Sq. ft.	8.80	792.00
Type "EE" Signs in Place	35 Sq. ft.	8.80	308.00
Type "H" and "I" Signs in Place	55 Sq. ft.	8.80	484.00
Type "U" Signs in Place	77 sq.ft.	11.00	847.00
Move and Reinstall Existing Signs	All Required		825.00
			$282,451.00
Anticipated Items			
Temp., Perm. & Removal of Striping	All Required		$ 2,000.00
Temp. Erosion Control	All Required		500.00
			$ 2,500.00
	Subtotal		$284,951.00
	Engineering		38,468.00
	TOTAL		$323,419.00

Type Code Y031

Signals (Sta. 79+00) (Sta. 96+20) (Sta. 101+00)

Traffic Signal Installation Comlete	All Required	$ 30,900.00
Anticipated Items		
State Furnished Signal Material	All Required	35,700.00
Subtotal		$ 66,600.00
Engineering		8,991.00
TOTAL		$ 75,591.00

Length of Project - - - - - - - - - - 0.00 miles

Work Retained in Program Status
(not included in totals below)

Permanent Signing (S.F.)	All Required	$ 2,000.00
Adjust Sprinkler System (S.F.)	All Required	5,500.00

SUMMARY OF FUNDS (90.0%)

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 17,000	$ 15,300	$ 1,700	$ --
Channelization	323,419	291,077	19,902	12,440
Signals	75,591	68,031		7,560
TOTAL	$416,010	$374,408	$21,602	$20,000

Group 1 - 100%
Contract No. 8552
Prefix 24-1021
Prefix 24-1905

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-125	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Marion PROJECT NO. TQF-26(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E Browning Ave. to Hilfiker Rd. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	11/16/76	0.0
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,000	$ 9,000

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for: G. L. Green

Date executed by Division Engineer _____

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon March 16, 1977

Federal Aid Project
No. TQF-26(4)

Browning Ave.-Hilfiker Road (Salem) Section

Pacific Hwy. East in Marion County

Project Agreement Estimate.

Type Code P.E. Preliminary Engineering	All Required	$10,000.00
	TOTAL	$10,000.00

Length of Project - - - - - - - - - - - - 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	10,000.00	$ 9,000.00	$ 1,000.00
Retain in Program			
Channelization & Signals	190,000.00	171,000.00	19,000.00
TOTAL	$200,000.00	$180,000.00	$20,000.00

Group 1 - 100%
Prefix: 24-1905

8552

July 12, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

1582-5

Dear Mr. Green:

Browning Ave. S.E.-Hilfiker Road S.E. (Salem) Section
Oregon Project No. TQF-26(4)

We have reviewed the Engineer's Estimate and bid for the Browning Avenue-Hilfiker Road Project and submit the following staff report to support our request for concurrence in award of the project.

This project involves the extension of an existing two-way, left-turn lane south of Sunnyside Road on South Commercial Street in the city of Salem. The project is high on the priority list of traffic safety improvements and is also an element of the Salem Area Transportation Study Improvement Program.

There was only one bidder on this project, probably because the specifications called for a 75-day completion time. This short completion time is the result of the many commitments made by the Department to the City of Salem, its planning agencies, the IBM Corporation, and other landowners adjacent to the project. The IBM Corporation has agreed to pay the full cost of signalizing the access into their plant. An advance deposit has been made for this work, with the understanding that the signal (including the necessary channelization) would be operational some time this fall.

Now, with the possibility of not being able to accept the bid received June 23, it is likely the project cannot be completed this fall.

There are other benefits through early completion of the project other than allowing this Department to live up to its previous commitments:

The 1976 Average Daily Traffic on South Commercial in this section is 12,000 vehicles. Traffic in the area generally is increasing about 7 percent per year. The expected 1977 Average Daily Traffic is, therefore, 12,800 vehicles. Ten preventable accidents involving 13 personal injuries are expected to occur during the next year. These 10

accidents are of types which may be prevented by the two-way, left-turn section and the traffic signal installations.

It is estimated that the anticipated accident reduction over the one-year period would result in an expected savings of $50,000. The inflationary savings resulting from an immediate installation of the signals, as compared to installing in 1978, is $5,000. A total savings of $55,000 is realized by an immediate award of the contract, to insure completion this fall.

The engineer's estimate, for comparison purposes, was $253,666; the bid received was $313,351 -- a difference of $59,685. The difference between the estimate and the bid primarily involved three work items -- Traffic Control, General Excavation and Asphalt Paving:

Items 2 through 7

Traffic Control:

Bid	$ 39,640	
Engineer's Estimate	30,557	
Difference		$ 9,083

Item 10

General Excavation:

Bid	$ 25,784	
Engineer's Estimate	8,800	
Difference		$16,984

Item 15

A.C. Paving:

Bid	$121,131	
Engineer's Estimate	104,490	
Difference		$16,641
TOTAL DIFFERENCE		$42,708

The engineer's estimate for traffic control and mobilization are always somewhat speculative, as the bidder's planned method of operation, sequencing, and resources are not available to the estimator. This difference for the six traffic control items on a small, complicated, urban project with heavy traffic volumes is not unexpected, considering the

information available. An additional $5,000 for Traffic Control is considered a reasonable sum for comparison purposes.

For Item 10, General Excavation, the 1,760 cubic yards was estimated at $5.00 per cubic yard. The excavation work starts at Station 84 and is scattered intermittently throughout the length of the 1/2-mile project. Of this general excavation, 1,270 cubic yards is considered excess and this excess material is to become the property of the contractor and disposed of at his expense. A review of similar projects contracted in the last year indicates that a unit price of $9.50 per cubic yard for General Excavation is a more realistic cost for estimating purposes (see attachment).

Item 15, Class "B" or "C" Asphaltic Concrete (7,740 tons) was estimated at $13.50 per ton.

The section to be paved varies from 58 feet to 84 feet in width; from 4 inches to 10 inches in depth; and is 3,000 feet in length. The paving operation, hauling, laying and rolling of the asphaltic concrete will be hampered by the high traffic volumes on South Commercial Street. The cost of these delays, possible short work days due to peak hour traffic and stage paving operation all enter into the higher cost of the unit bid prices. A review of similar projects contracted in the last year indicates that a unit price of $16.10 per ton would be a more realistic unit price (see attachment).

Comparison of Items 2, 3, 4, 5, 6, 7, 10, and 15 is as follows:

Bid Item 10			
$9.50 per cubic yard (average of 14 bids) x 1,760 yards	=	$ 16,720	
Engineer's Estimate at $5.00	=	8,800	
Difference			$ 7,820
Bid Item 15			
$16.10 unit price (average of 14 bids) x 7,740 tons	=	$124,614	
Engineer's Estimate at $13.50	=	104,490	
Difference			$20,124
Traffic Control Additional Allowance			5,000
	TOTAL		$32,944

This analysis shows that the unit prices used in the engineer's estimate did not adequately take into account the costly nature of the work. Of the $42,708 difference on these three work items, $32,944 has been readily justified by our staff.

Based, then, on a more realistic appraisal of the cost involved for Traffic Control, General Excavation and A.C. Paving, without consideration of the other bid items, the bid is within the accepted limits and the contract can and should be awarded.

Good summer construction weather is diminishing rapidly. Future bidders on a readvertised project can be expected to take this into account and higher project costs are anticipated. There are no apparent plan changes or changes in work items that could cause any significant cost reductions in the project.

Based on the public benefits from the prevention of 10 accidents and 13 personal injuries, a reduction in traffic conflicts and congestion, an estimated $55,000 savings by awarding the contract at this time, our commitments to the City of Salem, the justification of the project cost and our overall commitment to the community, we feel it is in the public interest to award this contract to the bidder without further delay.

Very truly yours,

E. S. Hunter
Technical Services Engineer

Attachment

bc F. B. Klaboe
H. S. Coulter
J. H. Versteeg
L. E. George
V. E. Skoog

JVH:jh/ESH:ja

Recently bid projects with some of the quantities of the Browning-Hilfiker Project, Marion County:

Contract No.	Bid Item		Bidder #1	#2	#3
8489		SW Sheridan-SW Slavin Multnomah County			
	#8	General Excavation	5.80	3.95	6.00
	#12	Class "C" Mix	17.20	14.70	15.00
8468		Johnson Creek-Bell Avenue Clackamas County			
	#6	720 Cu.Yds. General Exc.	6.25	9.50	8.00
	#10	1,820 Class "C" Mix	18.50	18.00	15.00
8466		Dougherty Sl.-Tillamook Tillamook County			
	#7	500 Cu.Yds. General Exc.	10.00	5.00	8.00
	#16	3,980 T Class "C" Mix	18.50	16.00	18.00
8413		Burnside Drive-Hawthorne Bridge Multnomah County			
	#8	11,600 Cu.Yds. General Exc.	10.00	20.00	7.50
	#12	Class "Borc" Mix	13.00	13.00	12.25
8155		Madrona-Browning (Salem) Marion County			
	#4	840 Cu.Yds. General Exc.	8.69	24.21	
	#6	Class "B" or "C" (1,600 T)	18.30	17.93	

Average of 14 bids on Exc. = 9.49
Average of 14 bids on A.C. = 16.10

8552

FOR H.A.V. UDERSTEEG

7-8-77 EJ

Recently bid Projects with some of The Qualities of The Browning - Hilfiker project, Marion County

FE	BI*		BIDDER #1	#2	#3	
		LINN				
8517		N. BEECH ST (SC10)	MORSE BROS			MAY 18, 77
	#3	Gen. Ex.	2.45	3	2.50	
NO	#8	Cl. "C"	19.10	24-	20 -	
		LANE				
8502		SPRR OXING (SPRINGFIELD)				
NO 15-	#7	220 cy Emb in pl.	4	10.89	19-	
	#10	430 T CL "C"	18 -	24-	25-	
		MULTNOMAH				
8489		SW SHERIDAN - SW SLAVIN				
10-	#8	Gen Ex	5.80	3.95	6-	5.25
15-	#12	Cl "C" Mix	17.20	14.70	15-	15.63
		CLACKAMAS				
8468		JOHNSON CR - BELL AVE				
5.75	#6	720 cy Gen Ex	6.25	9.50	8-	7.90
19-	#10	1820 Cl "C"	18.50	18-	15-	20.80
		TILL				
8466		DOUGHERTY St. - TILLAMOOK				
3.50	#7	500 cy Gen. Ex.	10-, 5-, 8-			7.67
15-	#16	3980 T Cl "C" Mix	18.50, 16-, 18-			17.50

1-8-77 SH 2 of ___

EE	BI		BID	1	2	3
		MULTNOMAH				
8458		W. FREEMONT RAMP		COL. WEST		12-16-76
NO 20-	#8	1010 cy. GEN EX		10.50	13.50	5-
35-	#10	3750 T CL "C"		19.25	20.75	19.25
		MULTNOMAH				
8413		BURNSIDE BR - HAWTHONE BR		PKS		7-29-76
10-	#8	11,600 cy GEN. EX		10-	20-	$7\frac{50}{} = 12.30$
12-	#12	CL "Bor C" Mix		13-	13-	$12\frac{25}{} = 12.73$
		YAMHILL				
8205		ILLINOIS - MAIN (NEWBERG)		FENDY		5-6-75
NO 4-	#5	440 cy Gen Ex		10-	5-	
25-	#8	CL "C" (130T)		30-	10-	
		MARION				
B155		MADRONA - BROWNING (SALEM)		SALEM R+D		3-27-75
8-	#4	840 cy Gen Ex		$8\frac{69}{}$		$24\frac{21}{} = 15.44$
$18\frac{50}{}$	#6	Cl "Bor C" (1600T)		$18\frac{30}{}$		$17\frac{93}{}$ 18.12

AVE. OF 25 bids on Gen Ex = $8.24 / cy
AVE OF 25 bids on AC Mixture = 15- / cy
(deduct 5%/t for Asph. in mix)
ave of 13 bids on EXC = 9.71 cy yd
ave of 13 bids on ace 16.96

Rush

D.A.R.

to: G.H. Green Division Administrator
Federal Highway Administration

from: H.S. Coulter
State Highway Engineer

sub: Browning Ave S.E. - Hilfiker Road
S.E. (Salem) Section
Oregon Project No. TQF-26 (4)

In support of our June 30, 1977 request for tentative Concurrence in award of Contract for the subject project, we submit the following: Several items of cost were omitted from our Engineer's estimate, when they are added to our original Engineer's estimate we feel the low bid is a reasonable and favorable bid.

The Engineer's estimate for general excavation at # 5.00 anticipated easy excavation removed from the project. There are several items that should be included to revise the estimate upward. There are two eight inch and one 12 inch water line included in parts of the excavation area, as well as a burried phone cable on the west side. Greater Care must be exercised where these utilities exist. A sliver cut with huge boulders

showing in the face are observed in the field but rock and boulders in the excavation were missed by the soils and geology report and not considered in our estimate. The typical section for excavation at the shoulders includes a 4:1 rock slope for traffic protection while the excavation is exposed. The desirable method to handle this construction is to over excavate the subgrade equal to the volume of shoulder protection rock and fine grade the rock into the subgrade immediately prior to paving.

Revised estimate for General Excavation:

a.	1,760 cu.yd. Gen. Ex. (extra for utility conflict) (as support, Contract 8155 had bids of $8.69 and $24.61)	9.00	$15,840
b.	Extra for rock and boulder ex. 250 cu.yd.	8.00	2,000
c.	250 cu.yd. Shoulder rock	20.00	5,000
d.	250 cu.yd. extra excavation in subgrade	9.00	2,250
			$25,090

$\frac{\$25,090}{1,760 \text{ cu.yd.}} = \$14.26$ per cu.yd. would be a fair price.

The next item was Asphaltic Concrete mixture of which the bid totaled 6.6% above The Engineer's estimate. The Engineer's estimate considered that the contractor would be able to pull The 8 inch base lift AC in the shoulders in continuous runs. This was a faulty assumption as the shoulder sections will come out in four to six stages which will allow the contractor 250 to 350 tons per run. or about 6 days for the 2000 tons of base in the shoulder before full width paving can be started. Small quantities of shoulder mixture paving have been running $19 to 21.00 per ton. Two years ago similar work was at $18.30 per ton. Adjusting for a 10% per year price increase, the present price would be $22.00 per ton including the asphalt. $22.00 minus $4.50 for

asphalt is $17,50 per-/ton for the asphalt in the shoulder.

Revised estimate for A.C. mixtures.

7740 Tons AC mix	$13,50	$ 104,490
2000 Tons AC Mix in shoulder (#20,00 minus #13,50 = #6.50)	#6.50	13,000
		$ 117,490

$\frac{\$\ 117,490}{7740\ \text{tons}} = \$\ 15.18$ Fair price.

← The engineers estimate for the extra for asphalt approaches was low @ $ 190 each. The approaches on the project are wide and approach at non standard angles.

Revised estimate for Extra for asphalt approach

14 ea Extra for asphalt approaches	$190	$ 2660
14 ea Nonstandard angles and size	100	1400
		$ 4060

$\frac{\$\ 4060}{14\ \text{ea}} = \underline{\$\ 290}$ ea Fair price.

← The engineers estimate for traffic protection was low. During the staging of the paving it is anticipated That 2 Men will spend one hours overtime morning and evening for 45 days adjusting the protective devices. The added cost above the engineers estimate is $2,000

Revised estimate for temporary protection and direction of traffic.

Engineers estimate	$3,262
add for overtime hours	2,000
	$5,262

Summary:

Engineers estimate.	#253,666
Additional Costs for revised Engineers estimate.	
1. General Excavation	16,290
2, Asphalt Concrete Mixture	13,000
3. Asphalt Approaches	1,400
4. Temporary Protection of Traffic	2,000
	# 284,556

$\frac{\#313,351}{\#284,556} = 1.10$ or

Bid is 10% over revised Engineer's estimate.

#

Considering the short time allowed on this project (75 Calendar work days) and the extra effort to expidite the work which will require added expense, the low bid is considered reasonable

8552

Form FHWA 121 (Rev. 5-73)

GENERAL FILES

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: ~~July 6, 1977~~ 7-7-77

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project TQF-26(4)
Browning Ave. S.E.-Hilfiker Rd.

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Your request for tentative concurrence in award of contract for the subject project has been reviewed. Bid data over the past year indicates that on the average, bids have been under the Engineer's Estimate and this single bid, 23.5 percent over the Engineer's Estimate, is not acceptable. It is recommended the project be readvertised at the earliest possible date.

G. K. Hansen
for G. L. Green

7-7-77
We are resubmitting request for approval with a more detailed explanation
H.S.C.

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#8552

June 22, 1977

City of Salem
City Hall
Salem, OR 97301

Attention: Miss Betty J. Marsh
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 6114

Gentlemen:

Attached for your files is a fully executed copy of an agreement providing for installation of signals at the intersection of the Pacific Highway East and Browning Avenue in Marion County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8552

Form 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 10, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 23 on the following projects:

1. Main St-Cedar St (Philomath)
   S 19th St, Benton County

   Curbs and walks

   City responsibility

2. Circle Bar Section
   Crane-Venator County Road 37, Harney County

   Surfacing and structure

   County responsibility

3. Linn Road-Sams Valley Highway
   Crater Lake Highway, Jackson County

   Paving

   Six-foot shoulders to be signed and striped as bikeway

4. Valley River Bicycle-Pedestrian Bridge
   Eugene, Lane County

   Grade, pave and structure

   Bikeway project - City of Eugene and Federal Government

5. Fox Valley-Mill City
   Lyons-Mill City Road, Linn County

   Grade and pave

   County responsibility

6. W. Idaho Ave-SW 4th Ave (Ontario)
Malheur County

Paving and walks

City responsibility

7. Cairo Junction-Nyssa
Central Oregon Highway, Malheur County

Paving - 4-foot shoulders provided

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Browning Ave SE-Hilfiker Road SE (Salem)
Pacific Highway East, Marion County

Grading, paving and signals

Six-foot shoulders will be constructed to provide for future bikeway

9. Columbia Slouth Frontage Roads
East Portland Freeway, Multnomah County

Grading, paving and structures

Bikeway to be provided under later contract

10. North Tigard Interchange and Lake Road Interchange
Pacific Highway and East Portland Freeway
Multnomah and Clackamas Counties

Barriers and signing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Rockaway (N 3rd Ave)
City of Rockaway, Tillamook County

Grading and paving

City responsibility

12. Hot Lake Overcrossing-Union
La Grande-Baker Highway, Union County

Paving

Same as #7 except that 2- to 4-foot shoulders are provided

13. N Cherry St-Wallowa Lake Highway
Cove Ave and N Portland St, La Grande, Union County

Grading and paving

City responsibility

14. Denney Road Interchange
Beaverton-Tigard Highway, Washington County

Grading, paving, structure, signing and illumination

Eight-foot sidewalk provided on Denney Road within project limits

15. Spray-Kimberly
John Day Highway, Wheeler County

Grading, paving and structure

Same as #7 except that 4-foot shoulders are provided

16. Rock Creek Section
Willamina-Sheridan Highway, Yamhill County

Grading, paving and structure

Same as #7 except that 4- to 8-foot shoulders are provided

17. NE 20th St-NE 8th St (Newport)
Oregon Coast Highway, Lincoln County

Paving

Same as #10 - overlay only

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8552

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/~~OR~~ AUTHORIZATION

FEDERAL AID PROJECT NO.: TQF 26(4)

STATE PROJECT NO.: See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 72502

COUNTY NAME: Marion

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	Primary 26	Primary 1E

GENERAL LOCATION:

"Browning Ave.-Hilfiker Rd. (Salem) Section"

GENERAL DESCRIPTION OF WORK:

Channelization-Traffic Signals (Code Y008-Y031, Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION

- ☒ OTHER (Specify) Temporary and Permanent Signing and Removal of Temporary Striping (SF) $2,000; Temporary Erosion Control $500; State Furnished Signal Material $35,700

- ☐ ACQUISITION OF RIGHT OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS

- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $331,267-Federal Funds $284,226.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. K. Hoosman	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1E

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

May 6, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. W. Sheldrake
Region 2 Engineer

SUBJECT: Signing
Browning Avenue S.E.-Hilfiker Road
S.E. Section
Pacific Highway East
Marion County

Attached are six copies of our sign study plans showing proposed sign installations on the above-named section.

Will you please review these plans in the usual manner and give us your comments and recommendations. Also, will you please submit two copies to the City for their review. The City should note any suggestions for changes on one set of the plans, sign the plans in the space provided and return them to you for eventual return to this office.

May we have your reply by May 20 to enable completion of the plans for contract.

L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: ~~D. O.~~ Christensen w/attachments
F. T. Lacey w/attachment

REFERRED TO

✓ Beard WGB	Reed
Cole	Sample
Eriksen	Watson
Hager	Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

1 plan retained by Records 5-9-77
called Traffic. They will have Region hand carry this through to get approval this week.
Dre

?

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage

RECEIVED
MAY 0 9 1977
ROAD DESIGN SECTION

Request check
Prepare agreement
Deliver Copy
Do not file
Return To
Bring up
Other

8552

April 14, 1977

International Business Machines
4263 Commercial Street
Salem, OR 97302

1583-S

MISC. CONTRACTS and
AGREEMENTS No. 5916

Gentlemen:

Attached for your records is a fully executed copy of an agreement with IBM, City of Salem, and the Highway Division covering channelization and installation of traffic signals at the intersection of 12th Street and Commercial Street, including the IBM driveway at 4263 Commercial Street.

We are sending a fully executed copy of this agreement to the City of Salem and we are retaining the same for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc L. E. George (xerox agree. attached)

Mr. Klaboe asked that the item "Progress Review of Six Year Highway Improvement Program with Modifications to Reflect Current Status and Present Policies Consistent with Resources and Funding" be delayed. He mentioned that the Chairman had not received the background material sent to him earlier as well as a portion of this material had been inadvertently omitted. He stated that he would send to the Commission the rest of the material and it will be discussed at the next Commission meeting.

Mr. Coulter reported on the Hoodland Safety Rest Area Project in Clackamas County. He recalled that a delegation appeared before the Commission at its September 24, 1975, meeting urging consideration of this rest area. At that time the project was placed on the rest area priority list for consideration as funds became available. Due to the Department's financial condition and placing emphasis on preservation of the existing highway system, the Commission decided not to proceed with the rest area study. Mr. Coulter said he would advise the Hoodland Chamber of Commerce of this decision.

Mr. Vernon Cusack of the Federal Highway Administration presented to the Commission four plaques that the Highway Division won in 1975 and in 1976 in the contest, "The Highway and Its Environment". The categories, awards and locations are as follows:

"Outstanding Section of Highway in Its Urban Environment." First place award for design and development of 1st to 7th Avenue Viaduct crossing several streets and railroad lines and serving as an entranceway to Eugene, Lane County.

"Outstanding Bridge, Overpass, Tunnel Approach, Interchange Structure or other Structural Feature." First place award for the Clarno Bridge crossing the John Day River near Clarno, Wheeler County.

"The Outstanding Example of Landscape Treatment Along Roadsides and Interchanges." Second place award was for the Stadium Freeway (I-405), Multnomah County.

"The Outstanding Safety Rest Area or Information Center." Third place award for the Brookings Safety Rest Area in Curry County.

The Commission considered a safety project to improve South Commercial Street in Salem. Mr. Coulter mentioned the project would be the widening of South Commercial Street to provide a center left-turn lane from where the existing left-turn lane ends at Browning Avenue to Sunnyside Road (99E). Also as part of the project, it is anticipated that traffic signals would be installed at Browning, 12th Street and the IBM access. He said the project would be done as part of the Title II Highway Safety Program at an estimated cost of $200,000. Ninety per cent of the cost will be paid by the Federal

Highway Administration. He requested approval to enter into an agreement with IBM Corporation who will provide $20,000 necessary [redacted] remaining 10 per cent match which is required by the local participating agency. After considerable discussion, the Commission approved the project as recommended by Mr. Coulter.

Mr. Kevin Keane, Mr. Robert Stebner, Mr. Frank Jepsen of Salem and Mr. Ray Zimmerman, Los Angeles, IBM officials, were present and presented to the Commission a check for $20,000 for their participation in the project.

Mr. Coulter previously mailed to the Commission a detailed letter concerning the settlement of petroleum escalation claims. (Copy of letter dated February 10, 1977 on file in Commission's files, Salem.) Mr. Coulter explained the 1974 Special Session of the Legislature passed Senate Bill 1009 (ORS 279.332) which allowed the State to compensate contractors for increased costs of petroleum products on which prices increased more than 10 per cent. The Law applies only to contracts existing prior to January 15, 1974. He said there are active claims for petroleum escalation on three contracts. Following the Chairman's inquiry, Mr. Barrie said there is no legal requirement that the State settle these claims; it is completely discretionary with the Commission and the Department. It was Mr. Coulter's recommendation that the State settle these claims. Mr. Walsh indicated that he would like more time to review this matter. The Commission delayed action until their next meeting.

The Chairman recessed the meeting at 11:50 a.m. The meeting reconvened at 1 p.m.

Mr. Talbot and Mr. Bob Potter gave a detailed status report on the scenic waterway program. He said since the program began in 1970, a total of 380 applications have been received; 233 applications have been approved; 40 applications have been declined. Mr. Potter mentioned of the 40 denials, 16, including a scenic easement, led to acquisition and 2 pending condemnation cases; leaving 9 pending or withdrawn cases. (A breakdown tabulation by river is on file in the Commission's files, Salem.)

Mr. Ranny Rancourt, Chairman, and Earl Flink, Member, of the Oregon Recreation Trails Advisory Council, was present. Mr. Rancourt reviewed the past history of the Council and requested the Commission's support for the Trails' program in the Department's budget to enable them to plan a good system of hiking, bicycle and horseback trails in the State. (Copy of Mr. Rancourt's statement and annual report of the Council are on file in the Commission's files, Salem.) Chairman Jackson suggested that they make a presentation to the Ways and Means Committee concerning their budget.

Mr. Moore reported that one of the buses that was purchased from General Funds, which will be on loan to the City of Roseburg, is parked outside the Transportation Building for their inspection.

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 12, 1977

FILE:

FROM: Lyle K. Watson
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Browning Ave. S.E.-
Hilficker Rd. S.E. (Salem
Pacific Highway East
Marion County

Preliminary plans were printed on March 28, 1977. The following revisions and additions have been made:

1. Shoulders have been widened from 4 feet to 6 feet, Lt. and Rt. for future bikeway.

2. Double street connection, left Station 101+00, to be reduced to single connection. Side street to be closed to traffic. City of Salem had previously requested closure of this street. See letter by Phil Stearns dated April 6, 1977. Copy attached.

3. Shoulder widening on right Station 86+50 to Station 91+00, will fill the existing ditch, perforated drain pipe has been added in the ditch line.

4. Addition of a right turn lane, northbound to 12th Street, was reviewed with Preliminary Design and Traffic. Length was not deemed adequate to be added.

5. Original project length was reduced by 600 feet to reduce costs. Funding has been changed from HH to FA transition. Estimated cost of project is $280,000. Construction of additional 600 feet is estimated at $35,000 for grading and paving and $40,000 for signal. City would have to grade and pave additional street and obtain right-of-way. Due to possibility of delay in contracting, due to signal design, right-of-way, etc., the project extension will not be constructed at this time. It is essential that this project be constructed during the 1977 construction season, and to commitments to I.B.M. for their signal.

6. In order to insure completion of the project at its earliest date, some of the signal equipment will be state furnished.

LKW:az
Attachment
cc: L. W. Rulien, w/attach.
John Sheldrake, w/attach.
L. E. George, w/attach.
F. E. Terpin, w/attach.
A. Brummitt, w/attach.
W. E. McGill, w/attach.

1 Versteeg ✓
Olson
Chrisman Don
Scott
Swenson
Savage
Trout

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APR 13 1977
ROAD DESIGN SECTION

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Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 24-1905

April 6, 1977

Salem, Oregon

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT: Browning Ave.-Hilfiker Rd.
(Salem) Section
Pacific Highway East

TO: Memo to the Files

I discussed closure of access from Albert Drive southerly to 99E with Lou Garrison of City of Salem's Traffic Section.

Mr. Garrison stated City was in favor of the closure and had expressed this view in correspondence some time ago.

Advised Lyle Watson of City's thinking and to show closure on plans. City will be given opportunity to review and approve preliminary plans, so no action on their part is required now.

POS/dea
cc: Lyle Watson

Versteeg ✓
Olson Dee
Scott
Swenson

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REFERRED TO

Beard Reed
Cole Sample
Eriksen ✓ Watson LW
Hager Wolfe

Return Discuss Do File Copy Date
BY FINAL DESIGN ENGINEER

8552

1583-S

April 1, 1977

Mr. Robert T. Stebner
Administration Manager
International Business Machines
Post Office Box 2329
Salem, OR 97308

Dear Mr. Stebner:

You will be pleased to know that the Federal Highway Administration has approved the use of critical signal materials for the Browning Avenue-Hilfiker Road Project.

This will permit a shortened completion time and will insure the operation of the signals before the end of this year.

Sincerely,

H. S. Coulter
State Highway Engineer

WRZ:ds ia

bc E. S. Hunter
R. L. Schroeder
L. E. George
J. W. Sheldrake

Form FHWA 121 (Rev. 5-73)

Z1RB

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 29, 1977

In reply refer to: 1041EC.3

SUBJECT: Oregon Project TQF 26(4)
Browning Ave. - Hilfiker Rd.
City of Salem

FROM : G. L. Green, Division Administrator

NOTED
R.D. TRYGSTAD

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. Rulien's March 16 letter, I concur that it is in the public interest to use State furnished signal contoller and synchronizing material for the subject project.

Original Signed By
G. L. Green
Division Administrator

G. L. Green

cc:
L.W. Rulien
D.H. Moehring
L.E. George
J.W. Shidrake, Reg. 2

NOTED
L.E. GEORGE

RECEIVED
MAR 2 [illegible] 1977
TRAFFIC ENGINEER

Salem

FORM 81-734-3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 30, 1977

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Browning Avenue-Hilfiker Road
City of Salem

TO: Lyle Watson
Road Design Section

Please revise the shoulders on the subject project from four feet to six feet in width.

This will leave the door open for the signing and striping of a bikeway through this section.

DES:jp

1 Versteeg ✓
2 Olson
Swenson

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NOTED
L. K. WATSON

8552

March 14, 1977

1583-3

Mr. Robert T. Stebner
Administration Manager
International Business Machines
Post Office Box 2329
Salem, OR 97308

Dear Mr. Stebner:

The long time required to install a traffic signal is due to the delivery dates of poles and control equipment. This is the reason for the completion date mentioned in your letter.

We are attempting to obtain Federal Highway Administration approval for the State to supply the critical materials that affect construction time. If approval is received, the completion date for the signal can be shortened considerably--an October or November 1977 completion date would not be impossible.

We'll let you know as soon as we hear from the Federal Highway Administration.

Sincerely,

H. S. Coulter
State Highway Engineer

WRZ:rw ia

bc E. S. Hunter
R. L. Schroeder
L. E. George
J. W. Sheldrake

International Business Machines Corporation

4263 Commercial Street, S.E.
P.O. Box 2329
Salem, Oregon 97308
503/399-3800

RECEIVED
STATE HWY ENGR
MAR 1 '77
REFER TO
Schroeder
FOR
Info | Inves | R/D | O/R | Sign | Act | File

February 28, 1977

Mr. H. S. Coulter
State Highway Division
State of Oregon
129 Transportation Building
Salem, Oregon 97310

What are chances of installing this year?
HSC

Dear Mr. Coulter:

We appreciate very much your allowing us to take a few minutes of your time and the time of the Highway Commission to present the $20,000 check that will allow traffic lights to be installed at the 12th and Commercial Streets intersection and at IBM.

We feel very strongly that this is an extremely worthwhile endeavor and look upon it as an "ounce of prevention" since there have been no really serious accidents in this area in the last year or so. We feel when these traffic lights are installed, they will not only eliminate a very serious hazard for the IBM employees, but also for the individuals who use the 12th and Commercial Streets intersection.

We are somewhat dissatisfied, however, with the fact that the recent schedule that is being talked about calls for a completion date of July 1978. We were led to believe during this entire cycle, up until the day prior to the presentation of the check, that the completion date would be sometime in the September to November timeframe of 1977. At the beginning, we felt that even this was too long, however, we were willing to wait. The six to eight months' slippage that is being discussed now is, quite frankly, a problem in my mind and a problem among the minds of a number of IBMers. We would appreciate anything you can do to get things back on the original schedule.

RECEIVED
MAR 1 '77

Again, we would like to thank Ted Litchfield and Dave Weaver for all of their efforts to bring this at least to the point where we are now - in a position to go forward in the development and the installation of the traffic control lights.

Sincerely,

Robert T. Stebner
Administration Manager

/ls-487

8552

FORM 81 7J4-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

February 18, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: D. H. Moehring
Maintenance Engineer

SUBJECT: Proposed Signal Projects
Browning Ave.-Hilficker Rd.
(Salem) Section
S. Commercial Street

The Oregon Department of Transportation Commission has approved the above project. It is anticipated that the project can be let to bid at the May 26, 1977 bid opening.

In order to expedite the installation of the signal in the shortest possible time, it is requested that the State supply the control equipment at the following intersections:

2 phase semi-actuated at 12th Street
2 phase semi-actuated at IBM access
3 phase fully-actuated at Browning Avenue

In addition to the above, four strain poles should be furnished for the IBM access. This will ensure the signal being operational this year. The three signals should be capable of coordination with one acting as a master unit.

Would you please see to ordering the necessary equipment and stock-piling until such time as required on the contract, probably some time in September or October of 1977. The contract will have a State Force item of $20,000 to be charged against the contract.

L. E. George
Traffic Engineer

WRZ:rw

cc: Robert Judson
R. L. Schroeder

RECEIVED
FEB 22 1977

9552

1E

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 16, 1977

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Channelization and Signalization
Browning Avenue-Hilfiker Rd. (Salem) Sec.
Pacific Highway East

The IBM Corp. presented a check for $20,000 to the Transportation Commission on February 15, 1977 as match money for FHWA funds on the subject project.

Please place this project on the schedule of contract lettings for July 21, 1977.

Anything which can be done to expedite this project will be appreciated.

Very truly yours,

L. E. George
Traffic Engineer

RHB:rw

cc: J. W. Sheldrake
H. Versteeg

REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson
Hager Wolle
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
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A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form 81-734-3122

4b-3
2-15-77 Commission meeting

HOLLERN: Would this not have been done if IBM had not of provided the match?

COULTER: Don't know really. It is a situation whereby they were in need of some improvement in the traffic handling capabilities adjacent to their facility and their match is probably somewhat less than it would have been to have put in a complete channelization just for their approach because the overall traffic flow, the cost of that improvement they can contribute this and as the local match of the overall project. It improves not only access to their business but also the improvement flow of traffic along that section of South Commercial here in Salem. The Commission two or three years ago adopted a policy where improvements occur adjacent to the highway that as a part of the road approach permit application and approval of that, that the abutting - the property asking for that improvement had to pay for the necessary improvement to the highway itself to handle the traffic. In a sense this is what IBM is doing. Now specifically whether or not the improvement would have occurred without the contribution from IBM, undoubtedly it would have ultimately this type of thing would have occurred. But whether it would have been right now or not.

HOLLERN: My concern is a broader question as we have fewer and fewer dollars particularly our own matching dollars that we are also affecting a priority scale on the federal dollars that are available, are we planting ourselves in a position where we change the real need priorities based on the willingness of the private or even local community here to put up the matching funds. Should we in fact accept that?

COULTER: Basically we - I can't say there isn't any change in the priorities as far as I know this was in a high priority. I know it was in a high priority group whether it was the next one on a

some sort of an arbitrary scale, I don't know. I know it was at least — it had to be in that category of a high need or we couldn't have justified the Title 2 Funds - Federal Aid funding for the improvement.

JACKSON: In other words, if an application came in for a low priority job even though local match was available it would not be approved unless it qualified on the priority basis.

COULTER: That is correct.

JACKSON: As I understand it, this does.

COULTER This does.

WALSH I think Mike your point is the willingness of either the local community or a local private interest to meet the local match requirement is certainly a factor -

HOLLERN: It is a factor but it just is that I think we are going to be facing more and more situations like this in the future and we better have a refine consistent policy and process is all I am saying.

WALSH You can't auction Federal dollars to the highest bidder.

JACKSON Well you can't change your priorities simply because of the availability of funds.

COULTER That is correct

JACKSON We got a backlog out here that would knock your hat off and if we are going to sell out to the highest bidder, we are going to be in trouble pretty quick.

BURCO Mr. Chairman, there is one exception to that. That is with the interstate transfer funds that those have generally been made available to local jurisdictions for decision making themselves particularly where we don't have a match and you will find situations in Salem and Portland then where the availability of the local match will guide how those Federal dollars are spent.

JACKSON That doesn't involve us in this backlog of priorities. That is a different situation.

WALSH But I would presume down through time there would be some reordering of what would be priorities as we set them as local communities think that is sufficiently a great need that they will find the resources to provide the local match. I don't think that it is going to be an easy kind of thing for us to resolve.

COLEMAN I think what Mike is really saying that we - it would be nice if we had this information before the fact rather than afterwards.

HOLLERN Not really. I think that we all ought to be more sensitive to this problem in the future and that we ought to be sure that we have got a fair, consistent, equitable means of making decisions when somebody comes up with local match --- priority scale based on Scott's answer I'm not sure that we are there yet - it is in a high priority thing but I'm not sure (inaudible)

COULTER I'm not sure precisely where this fit into the priority schedule. I do know that the traffic signal was one of the top group of a half a dozen that we had identified as being appropriate in an overall priority schedule. The other fact enters into the question somewhat not only local desires and the decision that we have given to local entities the cities over 5,000 as far as the expenditure of urban funds are concerned and on the Federal-aid secondary system whereby they establish those priorities but there are also sometimes when contributions is offered because of proposed development that is going to occur and it is part of a solution for anticipated problems a little different than our rationale which delves more /with the existing conditions than what the existing congestion may or may not be at a location. That part of it is not a factor here. IBM established their business out there sometime ago however they have been since that time attempting to see what might be done to improve the access for their own employees which were impacting our highway system.

8552

DATE: February 14, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Traffic Improvements
Browning Avenue to Sunnyside Road Section
ORE99E, Salem

A project to improve South Commercial Street in Salem by providing for the safer movement of traffic is proposed. This project would involve the widening of South Commercial Street to provide for a center left-turn lane from where the existing left-turn lane ends at Browning Avenue to Sunnyside Road. Also, as part of the safety project, it is anticipated that traffic signals will be installed at Browning, 12th Street and the IBM access.

The safety project will be done as part of the Title II Highway Safety Program and is estimated to cost approximately $200,000. Ninety percent of the cost will be borne by the Federal Highway Administration. An agreement is being negotiated in which the IBM Corporation will provide the $20,000 necessary for the remaining 10 percent match which is required by the local participating agency.

Since it is anticipated that traffic conditions will be improved and IBM will provide the State's share of matching money for the project, your approval is hereby requested.

DKH:ds ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
County-City Unit
J. W. Sheldrake
George Bell
Max Klotz

8552 11-16-76

TQF 26(4)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: See Below

FROM: G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 72502

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 22 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-16-76	Primary 26	Primary 1 E

GENERAL LOCATION:
"Browning Ave. - Hilfiker Rd. (Salem) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work - TEC $10,000 - FF $9,000.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's memorandum of 10-13-76, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-16-76	D. K. Hanna	Division Administrator

FHWA FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1975-631-668

1552

PRO 6-2

October 13, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 72502
Project No. TQF-26(4)
Browning Ave. - Hilfiker Road (Salem) Section
Marion County

Enclosed data consists of PR-1 form, narrative, sketch map and traffic accident data compiled for this project.

We request the following:

(1) Concurrance that the project qualifies for the time-saveing procedures enumerated in FHPM 6-8-2-1.

(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $10,000 with obligation of Federal funds of $9,000.

DRH:re

Attachments

cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

FEDERAL-AID PROGRAM DATA

October 13, 1976

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	(19) (20)	SR 99E, Browning Ave to Hilfiker Rd (Salem) 21 68	ADT	11,500	22,500 (66)	96 (70)(71)(72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
CARD 3	PE, Channelization, Traf. Signals 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	TQF- 14 23	26 27

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Transitional Quarter Funds (Section 209)	Marion 8 (11
	NAME OF URBAN AREA 17-31	ROUTE NO. P
	Salem	FEDERAL-AID 26* (32)
		STATE 1E (36)(37)
		U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE Topics			0.0	10,000	9,000	1,000	
5					ROW							
5					CONST (CODE) Topics Y008 Y031		"Browning Ave.-Hilfiker Road (Salem) Section"	0.0	190,000	171,000	19,000	
								0.0	200,000	180,000	20,000	
									(18) (23)	(24) (28)		REMARKS

CARD	CODE	PREPARED BY	
1	1	DRH	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 13, 1976

T LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
E, Browning Ave to Hilfiker Rd (Salem)	ADT	11,500	22,500	96	10	Oregon	41	124	72502

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Traf. Signals								TQF-	26	(4)		

Transitional Quarter Funds (Section 209)

Salem

COUNTY NAME: Marion — CODE: 047

ROUTE NO. p — FEDERAL-AID: 26* — STATE: 1E — U.S.: -- — PROGRAM STAGE: ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
CS			0.0	10,000	9,000	1,000		(Utility adjustment required including preparatory work)
W								
NST DE) CS B		"Browning Ave.- Hilfiker Road (Salem) Section"	0.0	190,000	171,000	19,000		ROW-100' normal; access control-none; Parking restrictions-partial.
DRH		PROJECT TOTALS	0.0	200,000	180,000	20,000		

OVAL DATES

REMARKS

-OVER-

Browning Avenue - Hilfiker Road (Salem) Section
Project No. TQF-26(4)

Existing Facility: High-type surfaced roadway with varing widths of 84-ft. (curb to curb) to two 12-ft. lanes with 7-ft. shoulders providing a basic two lane facility with intermittent turning lanes.

Adjacent Sections:

North End - - 84-ft. (curb to curb) providing four 12-ft. lanes, 11-ft. shoulders and 14-ft. continuous left turn lane.

South End - - Two 12-ft. lanes with 7-ft. shoulders.

Project Data: Work under this project consists of the following:

1. All phases of preliminary engineering including utility preparatory work.

2. Channelization consisting of grade, drain and high-type pavement to provide a continuous left turn median lane. Install multi-phase traffic signals at Browning Ave. and 12th St./IBM and other incidental work common to this type of project.

System Action, Airports, Water Developments, Recreational and Historical Areas: None Involved.

NOTE:

Salem Municipal Airport lies Northeasterly within two miles of the project. The runways are oriented such that the proposed work will not cause any conflict.

IM 50-1-70 Requirements: Exempt from the State Clearinghouse and District 3 Clearinghouse A-95 review under working agreement.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alternation of land use or traffic flow patterns that would require a significant change in planning complete or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 21, 1976.

FHPM 7-7-5 Requirements: Nonmajor action under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

NOTE: This project is in Congressional District No. 2.

8552

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 21, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project HHS-176(-)
Browning Ave - Hilfiker Rd
Pacific Highway East
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

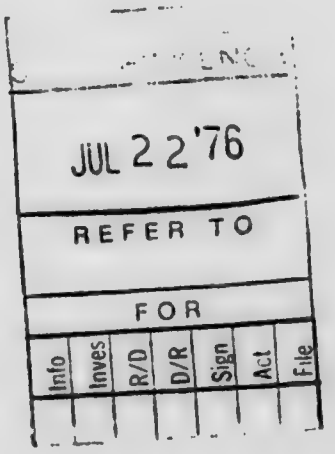
NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's July 13, 1976, memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappen
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Welsh, Region 2 Env)



7-26-76
Original to L.W. Rulien
TAA

8552

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
July 13, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: Memo to File

SUBJECT: Proposed High Hazard Project
Salem
Browning Avenue to Boone Road
South Commercial-Highway 1E

On June 21, Glenn Eaton contacted Vern Cusack, Federal Highway Administration about the possibilities of funding high hazard projects for the subject section from transition quarter funds. They discussed the possibility of matching funds coming from a private source. The resources for matching funds were not important to FHWA according to Vern Cusack. In addition, the match ratio of 90%/10% would be appropriate if the project were construed to be a high hazard type improvement.

On June 22, Glenn Eaton contacted Paul Riedl, Federal Highway Administration, concerning the acceptability of this particular project. He indicated that this project would be acceptable, if indeed we did have a high accident history. The accident history on this section does warrant safety improvements, especially for left-turn refuges and traffic signals. He also indicated that it would be appropriate to conduct a survey for the entire project with high hazard type funding at this time with the clear understanding that only a portion of the project would be built under a staged construction plan. The remainder of the project would be built when funding would permit.

Funds for the current work would come from a transition quarter appropriation with the project programmed as a high hazard type project. The match ratio would be 90% Federal, 10% Local.

L. E. George
Traffic Engineer

GE:rj

cc: R. L. Schroeder
E. S. Hunter
C. O. Fredrickson

8552

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 2, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Title II, Section 209
Widening and Signal Installation
Pacific Highway East, M.P. 53.32-M.P. 53.47
South Commercial St.-Browning Ave. to Boone Road
Salem

Attached is a report on a proposed project for funding under Title II with Transition Quarter Funds. This project consists of widening and three signal installations. The widening includes four travel lanes and a left-turn lane. The signals are proposed at Browning Avenue, 12th Street and Hilfiker Road.

It has been realized that Title II will not be able to fund the full project. We will be able to justify, as a safety project, stage construction that will amount to approximately $400,000. We have matching funds available from a private enterprise to do $200,000 worth of work. This money should pay for the installation of signals at Browning Avenue and 12th Street plus a left-turn refuge from Browning Avenue to Hilfiker Road. At the present time the State does not have money budgeted to match the remaining work.

Please prepare all necessary work for Federal Highway Administration participation in this job.

Very truly yours,

L. E. George
Traffic Engineer

WB:du
cc: E. S. Hunter
R. L. Schroeder
C. O. Fredrickson
F. E. Terpin
J. H. Versteeg

RECEIVED
JUL 6 1976
Office of
Assistant State Highway Engineer

8552

July 2, 1976

Ms. Sharon Fatland, Chairman
SATS Coordinating Committee
Salem Area Transportation Study
220 High Street N.E.
Salem, OR 97301

Dear Ms. Fatland:

Thank you for your June 1 letter outlining priorities and concerns for highway improvement in the Salem area. There are only sufficient State bond funds remaining for expenditure in District 3 to fulfill our existing commitments for a share of the Front Street right-of-way being purchased in the area of the Center Street bridge ramp and the second phase construction of the Center Street bridge ramp which is to be undertaken as soon as the railroad and the right-of-way area are clear.

We are investigating the possibility of doing a project on South Commercial Street at the 12th Street intersection with federal Title II safety funds. We hope that we will be successful and this will at least be a start.

Your suggestion for an interchange on Interstate 5 to Kubler Boulevard and a widening of the Center Street overpass on I-5 are both dependent on the Federal Highway Administration and the extent to which the freeway can be modified with Interstate funds. We will investigate the possibility of both of the projects. However, you should be aware that the projects in our program for this particular section of I-5 do not involve an expansion of the facility but rather a resurfacing of the existing four lanes and the addition of certain safety improvements. It is doubtful that any major modifications or additions can be included.

North River Road is not on the state system. It is on the urban system and it would be up to the City to initiate improvement. Questions have been raised by local officials as to whether or not I-305 should be constructed or withdrawn as an Interstate

facility. It appears unwise to undertake any futher work in connection with an interchange between I-5 and I-305 until the future of I-305 itself is determined.

We believe that there is a very large inbalance in the federal funds allocated to the different highway systems. It is our belief that the Interstate system is overfunded and the Primary system underfunded. As a consequence we are unable to be either as optimistic or responsive to the needs on the state Primary and Secondary system as we would like. In addition we at the present time do not have adequate state funds to match the federal funds that are available. As you know the last legislative session recognized this problem and made provision for some increase. However, the increase has been referred to a vote of the people in November. In the meantime we are, of course, unsure as to just how much money we will have to work with.

Thank you again for your information.

Very truly yours,

H. S. Coulter
State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
L. W. Rullen
C. O. Fredrickson

LWR:ljt dpy

Robert E. Lindsey, Mayor

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

REFERRED TO
Klaboe
BY COMMISSION SERVICES

June 7, 1976

State Transportation Commission
Oregon Department of Transportation
State Highway Building
Salem, OR 97310

Gentlemen:

Attached is a letter from Sharon Fatland setting forth certain priorities in the Salem area for potential funding under the 6-year Highway Improvement Program. I wish to add my endorsement of those projects numbered 1, 2, 3, 4, and 7.

Sincerely,

Robert E. Lindsey
Mayor

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FOR
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SALEM AREA TRANSPORTATION STUDY

400 Senator Bldg., 220 High N.E. Salem, Oregon 97301 (503) 588 6250

COORDINATING COMMITTEE

June 1, 1976

State Transportation Commission
Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

Gentlemen:

The Salem Area Transportation Study would like the Transportation Commission to consider the following projects for inclusion in the Primary and Interstate funding categories of the Six Year Highway Improvement Program. The following cost estimates should be considered to be preliminary.

1. Marion Street Bridge Ramp - Construction cost: $1 Million

   If monies from the construction of the Center Street Bridge are still available for use within District III, the difference between the total cost of the project and the remaining bond monies might be supplied from local Federal Aid Urban System allocations. The Front Street Bypass project, of which the Marion Street ramps were included, was to have received some $6 million from the sale of the $150 million of bonds authorized by the State. Since these monies will not be available because of the Commission's decision on this issue, Front Street can be considered as an underfunded project. It was identified as the tri-county area's Number 1 priority and the combined use of FAU and bond monies would be a way to construct at least part of the Front Street project.

2. Marion Street Bridge (Expansion) - In anticipation of the need to expand this structure in the middle eighties, it is suggested that preliminary engineering monies be scheduled in the 1981-2 period.

3. South Commercial Street Reversible Lane - South Commercial Street operates as the only major arterial between South Salem and the downtown. Because of the absence of adequate alternate routes and the expected rapid population growth in South Salem, this project is among the area's most critical transportation needs. Planned as a reversible lane, this facility can be constructed in three phases, the most critical being the Superior to Vista section. Construction costs: Superior-Vista: $1.1 million, 12th Street intersection: $200,000, Browning-Barnes: $1.76 million.

4. Kubler Boulevard Interchange - This planned interchange is critical to the development of two major roads that are now under construction and the growth of

the South Salem area. Currently, a fully accessible interchange does not exist in South Salem. It is suggested that the construction of this interchange, or at least an undercrossing, be constructed as part of the scheduled widening of the I-5 freeway in the Salem area. The interchange is included as part of the SATS Transportation Plan, and would cost about $1.2 million. Alternately, interstate monies could be used to construct an undercrossing at this location. Federal Aid-Urban monies would be used subsequently to construct the ramps.

5. North River Road Left Turn Refuges - Currently handling some 19,000 average daily traffic, the addition of left turn refuges would significantly improve the operation of this four-lane arterial from Keizer to Salem's downtown. Construction cost: $175,000.

6. Chemawa Interchange - I-305 - Although the construction of I-305 does not appear on the 6-year construction schedule, further work on the interchange is recommended.

7. Center Street Overpass - The current two-lane facility is scheduled to be widened to 4-5 lanes between now and 1982 using Federal Aid Urban monies. In order for this facility to operate properly, a widening of the existing overpass will be necessary. Construction cost: $700,000.

These projects represent the most critical elements of the planned transportation system that are under the state funding systems. We understand that the state is now developing projects on Mission Street and Portland Road, and recognize that the Transportation Commission may have made commitments to other areas for primary funding With this in mind, many of the projects that we have recommended are suggested for funding in the early eighty period. This list of projects has been reviewed by the City of Salem and Marion County, and as I understand it, both jurisdictions support these recommendations. In any event, separate letters should be forthcoming from Salem and Marion County concerning these recommendations.

Very truly yours,

Sharon Fatland

Sharon Fatland, Chairman
SATS Coordinating Committee

PHELPS/cah

8553 Columbia Slough Frontage 1977
Roads Sec. on E. Portland Fwy.
(Grading, paving & structures)

Br. # 16056
16057

1553

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-21-80

FEDERAL AID PROJECT NO.
-205-7(45)313

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
71010

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 3'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2/21/80	Interstate 205	Primary 64

GENERAL LOCATION:
Columbia Slough Frontage Road

GENERAL DESCRIPTION OF WORK:
Revised Utility Cost

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 2/13/80 I approve the revised cost for the adjustment of illumination by Portland General Electric Company to a TEC of $1,475 with Federal participation limited to $1,334. (SFO #1 Supp. #1)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/21/80	G. K. Hoesser	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-831-858

8553

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

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TECHNICAL SERVICES
FEB 14 '80
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FOR
Info | Letter | R/D | D/R | Sign | Act | File

ROW 18-4

February 13, 1980

Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Attention: C. T. Christianson

Installation of Illumination
Portland General Electric Co.
West Frontage Road
Columbia Slough Section
East Portland Freeway
Multnomah County
Project No. I-205-7(45)313

Gentlemen:

Reference is made to Order for State Force Work No. 1 which was written by Resident Engineer, William A. Tison to cover the installation of illumination on the subject project. The installation of the illumination was an anticipated item included in the Project Authorization. The SFO was written in the amount of $1,326 as per an estimate of cost submitted by Portland General Electric Company. Copies of the State Force Order and PGE's estimate are attached for your information.

The installation of the illumination has been completed and a final bill received. The final cost is $1,475. This is an over-run of 11.2% of the estimated cost. The main cause of the over-run is the difference between the estimated overhead rate of 20% and the actual rate of 30.1383%. A copy of PGE's final bill is attached for your information.

The State has reviewed the final billing and is satisfied that the cost is justified and that PGE is due full reimbursement for their work. Full payment for the installation work is subject to an audit by our Highway Accounting Section. Your approval for federal participation in the final installation cost of $1,475 is requested. The additional cost will be covered by Order for Force Work No. 1, Supplement No. 1.

Yours truly,

D. E. Swan
Operations Programming Engineer

DES/vlw
cc: E. S. Hunter
Jack M. Cartwright
W. A. Tison
Rich Evans
Gary Sumner

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

cc: State (H. S. Counte)

12-10-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12-10-79	C. T. Christianson, Area Engineer	I-205-7(45)313

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-30-78	1-11-79	99 %	325 C.D.

APPROVED EXTENSIONS	LOCATION
None	I-205 Frontage Roads at Columbia Slough

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA SLOUGH FRONTAGE ROADS
EAST PORTLAND FREEWAY
Grade, Pave & Structures

This project was completed according to contract requirements at a final total cost of $778,436.00, representing a 5 percent underrun.

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Info | Inves | R/D | D/R | Sign | Act | File

12-17 cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 12-12-79	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8553

January 16, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On January 15, 1979, we wrote to you concerning release of final payment on Contract No. 8553 awarded to Holst Construction Co. for work on the Columbia Slough Frontage Roads Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $4,977.40 and the total contract amount is $652,725.86 including $38,928.56 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Holst Construction Co.
76700 Hi Prairie Rd.
Oakridge, OR 97463

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
Ed Hardt

8553

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia Slough Frontage Roads		WEEK ENDING: September 1, 1978
		SECTION PREFIX: 626-1027
HIGHWAY: East Portland Freeway		COUNTY: Multnomah
NAME OF JOB: Columbia Slough Frontage Roads	KIND OF WORK: Grading, Paving & Structures	
CONTRACTOR: Holst Construction Co.	CONTRACT NUMBER: 8553	FEDERAL AID PROJECT NUMBER: I-205-7(45)313
DATE OF CONTRACT: June 23, 1977	DATE WORK STARTED: July 18, 1977	ESTIMATED COMPLETION DATE: August 30, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 325	WORK DAYS USED / CALENDAR DAYS USED: 321
PROJECT AUTHORIZATION: $778,436.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $708,436.00	ENGINEERING AUTHORIZATION: $70,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $655,261.58	ENGINEERING COST TO DATE: $83,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVER~~ UNDERRUN: 7.51 %	PERCENT OF AUTHORIZATION: 119 %	DATE PROJECT WAS COMPLETED: August 30, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.49	0.49			0.49
MILES PARTIALLY COMPLETED	0.49	0.49			0.49
MILES COMPLETED	0.49	0.49			0.49
TOTAL ESTIMATED QUANTITIES (CONTRACT)	17,250 CY	12,150 TON			3,200 TON
TOTAL QUANTITIES CORRECTED TO DATE	16,800 CY	16,269 TON			4,168 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	16,800 CY	16,269 TON			4,168 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16056	16057						
PERCENT	100	100						

Aug. - Sept.	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Mostly Sunny	0		
MONDAY 28	Sunny, Warm	0		
TUESDAY 29	Sunny, Warm	0		
WEDNESDAY 30	Overcast	0		
THURSDAY 31	Cloudy	0		
FRIDAY 1	Cloudy	0		
SATURDAY 26	Mostly Sunny	0		

RECEIVED
SEP 5 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

Augu. - Sept.	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 27	No activity.
MONDAY 28	No activity.
TUESDAY 29	No activity.
30 WEDNESDAY	No activity.
THURSDAY 31	No activity.
FRIDAY 1	No activity.
SATURDAY 26	No activity.

REMARKS

A price agreement written to delete remaining project items. Second notification submitted effective August 30, 1978. Semi-Final work approaching completion. This will be the last weekly report.

SIGNED W. A. Tison LOCATION Portland

W. A. Tison, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8553

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-134		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	8-18-78	Project Number I-205-7 (45) 313

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 17 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 644,633.00	$ 780,500.00
Federal funds	$ 594,608.00	$ 719,930.00
Other revisions		

This modification is made for the following reasons:

To include increase in cost of contract bid items, Price agreements, Extra Work Orders, and Contract engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of August , 1978 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E.J. Lunte

Technical Services Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burton
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

File

Oregon State Highway Division
Salem, Oregon August 10, 1978

Federal Aid Project
No. I-205-7 (45) 313

Columbia Slough Frontage Road Section
East Portland Freeway Highway
Multnomah Highway

Revised Project Agreement.

Type Code Y050
Frontage Roads (Sta. L 148+00 to Sta. L 174+00)

Subtotal of Previous Estimate of August 12, 1977. $359,249.00

Previous Estimate

Stone Embankment	4,240 cu. yd.	4.00	$ 16,960.00
Trench Excavation	5,150 cu. yd.	2.50	12,875.00
1"-0 Aggregate Base	7,280 Ton	5.25	38,220.00
Treated Base Mixture	4,870 Ton	9.00	43,830.00
Cement in Treated Base Mixture	270 Ton	60.00	16,200.00
Bridge Removal Work	Lump Sum		3,500.00
Permanent Pavement Striping	All Required		500.00
Temporary Erosion Control	All Required		2,500.00
			$134,585.00

Revised Estimate

Stone Embankment	9,040 cu. yd.	4.00	$ 36,160.00
Trench Excavation	1,050 cu. yd.	2.50	26,250.00
1"-0 Aggregate Base	1,200 Tons	5.25	63,000.00
Treated Base Mixture	5,600 Tons	9.00	50,400.00
Cement in Treated Base Mixture	310 Tons	60.00	18,600.00
Bridge Removal Work	Lump Sum		0.00
Permanent & Temporary Pavement Striping	All Required		1,160.00
Temporary Erosion Control	All Required		2,500.00
P.A. #3 Install Pipe Hangers	All Required		2,130.00
E.W.O. # 1 Stabilize Embankment	All Required		15,100.00
E.W.O. # 2 Sub-Excavation	1,600 cu. yd.	1.40	2,240.00
E.W.O. # 3 Temporary Drainage Culverts	All Required		2,100.00

E.W.O. # 6 Remove Mink Oil Buildings	All Required		$ 6,500.00
E.W.O. # 8 Sub-Exc. Install Perf. Pipe & Remove Pavement	All Required		8,000.00
			$234,140.00
		Increase	99,555.00
		Sub Total	458,804.00
		Engineering	68,820.00
		Total	$527,624.00

Type Code Y080
Bridge No. 16056 & 16057

Subtotal Previous Estimate of August 12, 1977			$223.782.00
		Engineering	29,094.00
		Total	$252,876.00

Length of Roadway ----- 0.0 mile
Length of Structures ----- 0.0 mile

Work Retained in Program Status
(Not included in totals below)

Sauvie Island Dam	All Required	$ 20,000.00

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Federal Funds	State Funds
Frontage Road	$527,624.00	$486,680.00	$ 40,944.00
Structures	252,876.00	233,250.00	19,626.00
Total	$780,500.00	$719,930.00	$ 60,570.00

Group 1 - 100%
Contract No. 8553
Prefix No. 626-1027

8553

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-154	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-17-77	State Oregon County Multnomah Project No. I-205-7(45)313

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, 0.3 mi. N of US 30 Bypass, N 0.49 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-1-77	0.0
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 644,633	$ 594,608

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Kunkel

Technical Services Engineer
(Title)

By H. J. Scheeler

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator AUG 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon August 12, 1977

Federal Aid Project
No. I-205-7(45)313

COLUMBIA SLOUGH FRONTAGE ROADS SECTION
EAST PORTLAND FREEWAY HIGHWAY
MULTNOMAH COUNTY

Project Agreement Estimate

Type Code Y050
Frontage Roads (Sta. L 148+00 to Sta. L 174+00)

Mobilization	All Required		$ 45,000.00
Temporary Protection & Direction of Traffic	All Required		2,000.00
Temporary Signs	140 sq.ft.	6.00	840.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	563 lin.ft.	5.00	2,815.00
Temporary Barricades	19 each	100.00	1,900.00
Flagmen	800 hr.	16.00	12,800.00
Clearing and Grubbing	All Required		12,500.00
Removal of Structures & Obstructions	All Required		1,000.00
Ditch Excavation	110 cu.yd.	2.50	275.00
Embankment Foundation Excavation	950 cu.yd.	2.50	2,375.00
General Excavation	16,300 cu.yd.	1.40	22,820.00
Extra for Selected Topsoil Material	1,120 cu.yd.	1.50	1,680.00
Stone Embankment	4,240 cu.yd.	4.00	16,960.00
Trench Excavation	5,150 cu.yd.	2.50	12,875.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	300 M-Gal.	7.00	2,100.00
1"-0 Aggregate Base	7,280 ton	5.25	38,220.00
Treated Base Mixture	4,870 ton	9.00	43,830.00
Cement in Treated Base Mixture	270 ton	60.00	16,200.00
Class "B" or Class "C" Asphalt Concrete Mixture	3,200 ton	10.50	33,600.00
Asphalt Cement in Mixture	210 ton	64.00	13,440.00
Asphalt in Tack Coat	3 ton	150.00	450.00
12-inch Culvert Pipe	214 lin.ft.	5.50	1,177.00
12-inch Sewer Pipe	316 lin.ft.	6.00	1,896.00
18-inch Sewer Pipe	10 lin.ft.	8.50	85.00
42-inch Concrete or 48-inch Steel Pipe	646 lin.ft.	49.00	31,654.00
Bedding Material	140 cu.yd.	7.00	980.00
Special Backfill Material	1,060 cu.yd.	7.00	7,420.00
Concrete Inlets, Type G-2 MA	1 each	425.00	425.00
Concrete Inlets, Type P	3 each	300.00	900.00
Special Manholes	1 each	1,600.00	1,600.00
Guardrail, Type 1	150 lin.ft.	6.00	900.00
Guardrail, Type 1A	100 lin.ft.	6.00	600.00
Guardrail, Type 2A	525 lin.ft.	8.00	4,200.00
Guardrail, Type 3	200 lin.ft.	15.00	3,000.00
Guardrail Anchors, Type 1	2 each	200.00	400.00
Guardrail Anchors, Type 2	7 each	250.00	1,750.00

Rail End Pieces, Type A	2 each	15.00	30.00
Rail End Pieces, Type B	1 each	50.00	50.00
Rail End Pieces, Type C	2 each	85.00	170.00
Concrete Curbs, Type C	540 Lin. ft.	5.00	2,700.00
Concrete Curbs, Type F-1(Mod.)	50 Lin. ft.	3.00	150.00
Extra for Asphalt Approaches	11 Each	125.00	1,375.00
Capping Inlets	1 Each	200.00	200.00
Roadside Seeding and Mulching	4 Acre	1,050.00	4,200.00
Roadside Mulching	2 Acre	750.00	1,500.00
Grass Straw Bales	120 Each	13.50	1,620.00
Signing			
Removal of Existing Sign Installations	All Required		500.00
Wood Sign Posts	All Required		600.00
Type "D" Signs in Place	53 sq.ft.	6.50	344.50
Type "EE" Signs in Place	19 sq.ft.	7.50	142.50
			$359,249.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 500.00
Temporary Erosion Control	All Required		2,500.00
			$ 3,000.00
	Subtotal		$362,249.00
	Engineering		36,224.00
			$398,473.00

Type Code X080
Bridge No. 16056 (Sta. EF4 155+69.5 to Sta. EF4 156+79.5)

Bridge Removal Work (3,000 sq. ft.)	All Required		$ 3,500.00
Structure Excavation	60 cu.yd.	12.00	720.00
Furnish Pile Driving Equipment	All Required		6,500.00
Furnish 16-inch Prestressed Concrete Piling	1,513 lin.ft.	10.00	15,130.00
Drive Prestressed Concrete Piles	1,288 lin.ft.	1.00	1,288.00
Structural Concrete, Class 3300 (132 cu. yd.)	All Required		23,100.00
4' x 30'/35' Prestressed Slabs	22 each	1,300.00	28,600.00
4' x 45'/50' Prestressed Slabs	11 each	2,250.00	24,750.00
Reinforcement (13,290* @ $.26)	All Required		5,000.00
Reinforced Concrete Bridge End Panels	280 sq.yd.	38.00	10,640.00
Two Tube Metal Railing	121 lin.ft.	32.00	3,872.00
Three Tube Metal Railing	118 lin.ft.	40.00	4,720.00
1-1/2 inch Electrical Conduit	250 lin.ft.	4.00	1,000.00
Water Line Installation (110 lin.ft. @ $12.00)	All Required		1,500.00
Telephone Duct Installation (450 lin.ft. @ $4.00)	All Required		1,500.00
Asphalt-Rubber Chip Seal	404 sq.yd.	9.00	3,636.00
			$135,456.00

Type Code X080
Bridge No. 16057 (Sta. WF2 159+72 to Sta. WF2 160+72)

Structure Excavation	50 cu.yd.	12.00	$ 600.00
Furnish Pile Driving Equipment	All Required		5,000.00
Furnish 16" Prestressed Concrete Piling	960 Lin. Ft.	10.00	9,600.00
Drive Prestressed Concrete Piles	792 Lin. Ft.	1.00	792.00
Structural Concrete, Class 3,300 (66 cu. yd.)	All Required		11,500.00
4' x 25'/30' Prestressed Slabs	18 each	1,000.00	18,000.00
4' x 45'/50' Prestressed Slabs	9 each	2,200.00	19,800.00
Reinforcement (8580#)	All Required		3,000.00
Reinforced Concrete Bridge End Panels	188 Sq. Ft.	38.00	7,144.00
Two Tube Metal Railing	222 lin.ft.	32.00	7,104.00
1-1/2 inch Electrical Conduit	230 lin.ft.	4.00	920.00
Telephone Duct Installation (300 lin.ft. @ $4.00)	All Required		1,500.00
Asphalt-Rubber Chip Seal	374 sq.yd.	9.00	3,366.00
			$ 88,326.00
	Subtotal		$223,782.00
	Engineering		22,378.00
	TOTAL		$246,160.00

Length of Roadway - - - - - - - - - - - - - 0.00 mile

Length of Structures- - - - - - - - - - - - 0.00 mile

Work Retained in Program Status
(not included in totals below)

Sauvie Island Dam	All Required	$ 20,000.00

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Federal Funds	State Funds
Frontage Road	$398,473.00	$367,551.00	$ 30,922.00
Structures	246,160.00	227,057.00	19,103.00
Total	$644,633.00	$594,608.00	$ 50,025.00

Group 1 - 100%
Contract No. 8553
Prefix No. 626-1027

8553

DATE: July 7, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

Agenda
July 18, 1978
IC-6

SUBJECT: Request for Increased Project Authorization
Columbia Slough Frontage Roads
Contract No. 8553

This federal-aid Interstate grading, paving and structures project is nearing completion and an overrun of 13 percent is anticipated.

The stone embankment and trench excavation items overran by a total of $32,565, or 109 percent due to unstable material encountered. Also, unanticipated embankment stabilization costing $15,000 was required for the existing slopes of the Columbia Slough at the location of the structures.

Engineering costs overran by $15,367, or 28 percent, in part due to abandoning partially constructed temporary lines and instead building the permanent line "EFG". This change became possible when property on the permanent line became available during construction. Construction of the permanent line also was a major reason for the aggregate base item to overrun by $24,350, or 64 percent.

Your approval is requested for an increase of $89,455.81 to a new total project authorization of $778,436.00. The increase will be eligible for federal participation.

This item will be on the Consent Calendar for your July meeting.

WR:mk

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
E. L. Hardt
W. A. Tison
Robert Church
George Ball

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 6, 1978

FILE: CON 5 #8553

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Columbia Slough Frontage Roads
Contract No. 8553

This Interstate grading, paving, and structures project is nearing completion and an overrun of 13 percent is anticipated. The major items contributing to the overrun are:

Item	Overrun Amount	Overrun Percent
Stone Embankment	$19,190	113%
Trench Excavation	13,375	104%
Aggregate Base	24,350	64%
Embankment Stabilization	15,100	Unanticipated
Engineering	15,367	28%

The Stone Embankment and Trench Excavation items overran as a result of unstable material encountered during installation of the 48-inch culvert pipe. The material was excavated and backfilled with stone embankment.

Stabilization of the existing Columbia Slough slopes was required as sloughing began to occur after the structure end bents were constructed. The slopes were stabilized by trenching and backfilling with selected material.

Engineering and the aggregate base item overran in part due to abandoning partially constructed temporary lines "EF5" and "TH" and building the permanent line "EF6". This change became possible when property on the permanent line became available during construction.

An increase of $89,455.81 to a new total project authorization of $778,436.00 is recommended.

A rough draft letter to the Transportation Commission is attached.

WR:fr

Att.

cc: E. L. Hardt
W. A. Tison
Bob Church

RECEIVED
STATE HWY ENGR
JUL 7 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9553

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-14-78

FEDERAL AID PROJECT NO.
I-205-7(45)313

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) 1. ☐ 2. ☐

PROGRAM NO.

ITEM NO.
71010

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6-1-77	2-21-78	Interstate 205 / Primary 64

GENERAL LOCATION:
Columbia Slough Frontage Road

GENERAL DESCRIPTION OF WORK:
Install illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT OF WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- KK OTHER (Specify): Install Illumination Pacific Power and Light Co., TEC NTE $1,326. Federal funds $1,200

REMARKS
This will confirm the advance authorization date of 2-21-78 as requested in Mr. Keasey's letter of 3-10-78.
Also as requested you are authorized to proceed with the installation of illumination by PP&L on an actual cost basis under the working agreement with Multnomah County. (Above work is represented by SFO #1).

NOTED
F. B. KLABOE
3-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-14-78	W. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8553

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 13, 1978

In reply refer to: HA.1-OR

SUBJECT: Oregon Project I-205-7(45)313
Columbia Slough Frontage Roads
Contract 8553, EWO No. 4

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Based on a field investigation, I have determined that the damage caused to the approach embankment to the frontage road structure was caused by a failure of the water main under control of Parkrose Water District. The cost of repair to the embankment is not the responsibility of the State or the Federal Highway Administration.

Please change the accounting code on this Extra Work Order to "Non-participating".

for G. L. Green

cc:
ODOT (C. T. Keasey, Constr Engr)

3/15

RECEIVED
STATE HWY ENGR
MAR 14 '78
REFER TO
Keasey
FOR
Info | Invest | B/D | D/R | Sign | Act | File

#8553

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-26-78

FEDERAL AID PROJECT NO.
205-7(13)300

STATE PROJECT NO.
See Below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-543

TO:
Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	1-12-78	Interstate 205 / Primary 64

GENERAL LOCATION:
"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) ! Utility Adjustment
Pacific Power & Light
(Columbia Slough Frontage Rd)
TEC NTE $1,222 - F.F $1,048

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:
As requested in Mr. Swan's 1-17-78 letter, this will confirm the advance authorization of Mr. C. T. Christianson to proceed effective 1-12-78 with the actual adjustments of PP&L's power pole relocation. Reimbursement on an actual cost is approved.

I approve the agreement with PP&L consisting of relocation letter dated 6-6-77, your Utilities Engineer's letter of 1-5-78 and plans and estimate furnished by Mr. Swan's letter of 1-17-78.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-20-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8553

ROW 18-4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTE

January 17, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street NE
Salem OR 97310

Power Pole Relocation
Pacific Power & Light Company
Clackamas River-Washington State
Line Utility Project
(Columbia Slough Frontage Rds. Sect.)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Pacific Power and Light Company's facilities received January 6, 1978, and a sketch showing their proposed relocation.

Pacific Power and Light Company's temporary relocation is required to accommodate the construction of the East Frontage Road. PP&L is being reimbursed because the State cannot provide right of way for a final relocation and a second move will be required, which will be at Company cost.

A copy of the relocation letter to the Company dated June 6, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued upon completion of final relocation.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

RECEIVED
TECHNICAL SERVICES
JAN 17 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of January 12, 1978, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,222.00.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:de
Enclosure
cc: E. S. Hunter ✓
Jack M. Cartwright
Gary Kennen

#7553

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I 5-7(13)300

STATE PROJECT NO.: See Below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	11-14-77	Interstate 205 / Primary 64

GENERAL LOCATION:

"Columbia River - Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER (Specify) : Utility Adjustment

Parkrose Water District (Columbia Slough Frontage Rd)
TEC $2,957 - F.F. $2,727.

REMARKS

As requested in Mr. Swan's 11-16-77 letter, this will confirm the authorization of Mr. C. T. Christianson to proceed with the adjustment of Parkrose Water District's Water Main effective 11-14-77.
Reimbursement will be on an actual cash basis.
I approve the agreement with Parkrose Water District consisting of your relocation letter of 6-3-77, Parkrose Water District's letter of 11-8-77 and the plans and estimate furnished by Mr. Swan's letter of 11-16-77.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-29-77	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8553

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 16, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Main Adjustment
Parkrose Water District
Clackamas River-Washington State
Line Utility Project
(Columbia Slough Frontage Roads
Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Parkrose Water District's facilities, dated November 8, 1977, and a sketch showing their proposed relocation. This additional relocation work by the District is required because the project construction has necessitated the change of the District's proposed relocation from the north side of the Columbia Slough to the south side.

A certification prepared by Gary Kennen as the to District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District, dated June 3, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves four crossings of the project by the facilities.

There is a betterment derived from the proposed adjustment of the District's facilities and has been justified in our original submission.

RECEIVED
TECHNICAL SERVICES
NOV 17'77
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of November 11, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,957.00.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:db
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

1-205-21

Salem, Oregon
November 14, 1978

W. E. Cole
Design Engineering Supervisor

W. A. Tison
Resident Engineer

Columbia Slough Frontage Roads
East Portland Freeway
Multnomah County
(Construction Narrative
Report - Contract #8553)

This letter acknowledges receipt of your narrative report on the subject project.

On Sheet 2A the limits of Trench Excavation was not shown as you noted. This was an oversight although the specification did cover this item.

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:ab

Versteeg
Christensen
Georgs
Olson
Terpin
Sullivan
Scott
Anderson
RECEIVED
NOV 14 1978
ENGINEERING SECTION
Trout
Do Not File
Return To
Bring Up ___/___/___
Action

1-205

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

September 21, 1977

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: COLUMBIA SLOUGH FRONTAGE RDS.
Contract No. 8553
EWO 1

TO: MEMO TO FILE

During the last week in August the contractor had finished pile driving, had poured the caps on some of the bents, and was ready to start placing the precast slabs. The acting Resident Engineer, Buz Banzer, noticed that there was sloughing of the bank between bents 1&2 and 3&4, and also evidence of a mud wave, or heaving in the middle of the slough, due to the construction activities. George Hopkins and Ed Hardt visited the site and saw the problem and agreed that we should take steps to stop the movement of the slope before the contractor placed the slabs on the structure. It was decided to dig a trench 8 to 10 feet deep and about 3 feet wide between bents 1&2 and 3&4 on each structure and fill with a selected rocky material. Since there is only a few feet of fill at each end of the structure, it was felt that this would stop any movement of the slope against the bents, and also the sloughing of the material into the slough. Permission was received from the Construction Section, Extra Work Order No. 1 was written, and the work has been done.

This work certainly appears to be justified due to the extremely soft, saturated, and sandy silt material. The 48 inch pipe installed just south of the slough could be subject to displacement during construction of the main I-205 roadway section unless special design and construction methods are used. Also, the fills for the main line on each side of the slough will probably cause problems unless some sort of protective measures are taken in the design and construction.

MC/vwk

cc: Hal Versteeg
John Bond
Bob Pillsbury, FHWA
Buz Banzer
Dan Gano

1 Versteeg ✓ 9/27
2 Christensen
George
3 Olson
Terpin
Sullivan
Scott
Savage

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ENGINEERING SECTION

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REFERRED TO

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✓ Eriksen FE Watson
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BY FINAL DESIGN ENGINEER

Take into account on Hawsins Project.

#8553 5-25-77 8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, OR

PROGRAM NO.:

ITEM NO.: I-543

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR

Init.	Inves.	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-16-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River-Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility adjustment
(Parkrose Water District-Columbia Slough Frontage Rds.) TEC NTE $62,681 - F.F. $57,816.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Moehring's 8-5-77 letter, you are authorized to proceed with the actual adjustment of Parkrose Water District's water lines. Reimbursement on an actual cost basis is approved.

I approve the agreement with Parkrose Water District consisting of your Utility Engineer's notice of conflict dated 6-3-77, the Utility's letter of 7-21-77 and the plans and specifications submitted by Mr. Moehrings 8-5-77.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway program manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-25-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8553

2

bc: E. S. Hunter ROW 18-4
D. E. S.
J. M. Cartwright
Robert Church
Gary Kennen

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 5, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Water Main Adjustment
Parkrose Water District
Clackamas River-Washington State
Line Utility Project
(Columbia Slough Frontage Rds.
Section)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

RECEIVED TECHNICAL SERVICES						
AUG 10 '77						
REFER TO						
FOR						
Info	Invest	R/D	D/R	Sign	Act	File

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Parkrose Water District's facilities dated July 5, 1977, and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated June 3, 1977, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves four crossings of the project by the facilities.

There is a betterment derived from the proposed adjustment of the District's facilities which has been justified in the enclosed June 30 and July 21, 1977 letters from the District.

Your approval of the actual cost agreement, as evidenced,above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $62,681.60.

Yours truly,

D. H. Moehring
Program Management Engineer

DHM:JMC:db
Enc.

Form 01-734-3123

8553 8-1-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 4 '77
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-14-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Utility Adjustment (Parkrose Water District - Columbia Slough Frontage Road - PEC not to exceed $1,357 - Federal Funds $1,251.

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's 7-14-77 letter this will confirm verbal authorization of Mr. C. T. Christianson to proceed with the actual adjustments of Parkrose Water District effective July 14, 1977 on an actual cost basis.

I approve the agreement consisting of your relocation letter of June 3, 1977, Parkrose Water District's July 6, 1977 letter, and plans and estimate furnished by Mr. Cartwright's 7-14-77 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-77	V. E. Carney	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

8553

I-205

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
June 29, 1977

Duane O. Christensen
Final Design Engineer

E. L. Hardt
Region I Engineer

Attn: M. A. Craft
Region I Construction Engineer

Columbia Slough Frontage Roads
East Portland Freeway
Multnomah County
Pre-construction Conference

Transmitted herewith are Sheets 2, 3, 3A and 3B of the plans for the subject project.

Please note the proposed revisions shown in red. These are required because of the "EF6" Line revision to eliminate the retaining wall noted in K. D. Limbocker's letter of June 20, 1977 (copy enclosed).

The existing structure shown on Sheet 3 will remain in place until the 6" water line and 2" gas line can be re-routed down the future "EF6" Line.

WEC:az
Enclosure
cc: W. E. Cole

Versteeg ✓
Olson
Christensen
Scott
Swenson
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RECEIVED
JUN 29 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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8553 I-205

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
June 23, 1977

Duane O. Christensen
Final Design Engineer

E. L. Hardt
Region I Engineer

Attn: M. A. Craft
Region I Construction Engineer

Columbia Slough Frontage Roads
East Portland Highway
Multnomah County

Special attention should be called to paragraph 105.07 on page 5 of the Special Provisions on the subject project during the pre-construction conference.

The contractor should be informed that the N. E. Marine Drive-N. E. Morris Street grading project will be under way no later than March, 1978 and that he be required to have all work on the "105R" Line and the culvert pipe and random fill completed by March 1, 1978. This work will include the berm between the "105R" Line and Columbia Slough, but need not include the random fill or the above mentioned culvert pipe westerly of the "WF2" Line.

Versteeg ✓
Olson
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JUN 24 1977
ROAD DESIGN SECTION

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WEC:az
cc: W. E. Cole
Art Brummitt

8553

Yellow
1-205

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

June 14, 1977

FILE:

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Columbia Slough Frontage Roads
East Portland Freeway
Multnomah County

TO: Maury Payne
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9108	00	"TH" Line, Centerline	Profile Grade
	01	"TH" Line, Centerline	Subgrade
	02	"EF_4" and "EF_5" Line, Centerline	Profile Grade
	03	"EF_4" and "EF_5" Line, Centerline	Subgrade
	04	"105R" Line, Centerline	Profile Grade
	05	"105R" Line, Centerline	Subgrade
	06	"WF_2" Line, Centerline	Profile Grade
	07	"WF_2" Line, Centerline	Subgrade

BG:az
Attachment
cc: Bob Gettis

8553

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

June 10, 1977

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 23 on the following projects:

1. Main St-Cedar St (Philomath)
   S 19th St, Benton County

   Curbs and walks

   City responsibility

2. Circle Bar Section
   Crane-Venator County Road 37, Harney County

   Surfacing and structure

   County responsibility

3. Linn Road-Sams Valley Highway
   Crater Lake Highway, Jackson County

   Paving

   Six-foot shoulders to be signed and striped as bikeway

4. Valley River Bicycle-Pedestrian Bridge
   Eugene, Lane County

   Grade, pave and structure

   Bikeway project - City of Eugene and Federal Government

5. Fox Valley-Mill City
   Lyons-Mill City Road, Linn County

   Grade and pave

   County responsibility

6. W. Idaho Ave-SW 4th Ave (Ontario)
Malheur County

Paving and walks

City responsibility

7. Cairo Junction-Nyssa
Central Oregon Highway, Malheur County

Paving - 4-foot shoulders provided

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Browning Ave SE-Hilfiker Road SE (Salem)
Pacific Highway East, Marion County

Grading, paving and signals

Six-foot shoulders will be constructed to provide for future bikeway

9. Columbia Slouth Frontage Roads
East Portland Freeway, Multnomah County

Grading, paving and structures

Bikeway to be provided under later contract

10. North Tigard Interchange and Lake Road Interchange
Pacific Highway and East Portland Freeway
Multnomah and Clackamas Counties

Barriers and signing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Rockaway (N 3rd Ave)
City of Rockaway, Tillamook County

Grading and paving

City responsibility

12. Hot Lake Overcrossing-Union
La Grande-Baker Highway, Union County

Paving

Same as #7 except that 2- to 4-foot shoulders are provided

13. N Cherry St-Wallowa Lake Highway
Cove Ave and N Portland St, La Grande, Union County

Grading and paving

City responsibility

14. Denney Road Interchange
Beaverton-Tigard Highway, Washington County

Grading, paving, structure, signing and illumination

Eight-foot sidewalk provided on Denney Road within project limits

15. Spray-Kimberly
John Day Highway, Wheeler County

Grading, paving and structure

Same as #7 except that 4-foot shoulders are provided

16. Rock Creek Section
Willamina-Sheridan Highway, Yamhill County

Grading, paving and structure

Same as #7 except that 4- to 8-foot shoulders are provided

17. NE 20th St-NE 8th St (Newport)
Oregon Coast Highway, Lincoln County

Paving

Same as #10 - overlay only

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

85573

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-1-77

FEDERAL AID PROJECT NO: I-205-7(45)313

STATE PROJECT NO.: See Below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71010

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	Interstate 205	Primary 64

GENERAL LOCATION:

"Columbia Slough Frontage Roads Section"

GENERAL DESCRIPTION OF WORK:

Frontage Roads-2 STRS. (Code Y050 & X080-Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Permanent Pavement Striping (SF) $500
Temporary Erosion Control $2,500

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $695,897-Federal Funds $641,894.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	D. K. Hassmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8553

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

April 19, 1977

LARRY RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

To expedite construction on the East Portland Freeway (I-205) and to afford Oregon Contractors a good opportunity to bid on projects, we have split the construction into various small segments. We are anticipating letting 15 projects during this current fiscal year. The following is a list of projects by bid letting date, which should be reflected in your current revision of the CRAG-TIP, FY 77 Annual Element, in respect to the Interstate portion:

	State Share	Project Cost Estimate
May 26, 1977 Bid Letting		
Col. Blvd. Intch. (Owens-Illinois Reloc.)	140,400	1,800,000
SE Market St. U'xing	76,440	980,000
June 23, 1977 Bid Letting		
Columbia Slough Frontage Rd. Br # 16056-16057	21,840	280,000
N. Banfield Intch. (UPRR Shoofly) Ph. 1	10,920	140,000
N. Banfield Intch. (NE 102nd Ave. Str.)	128,700	1,650,000
July 28, 1977 Bid Letting		
NE Glisan St.-SE Division St. (SND Barrier & Bkwy)	124,800	1,600,000
SE Division St. U'xing (BLE/Spline)	46,410	595,000
NE Prescott St. U'xing	99,060	1,270,000
Col. Blvd. Intch. (UPRR Shoofly) Kenton Line	35,100	450,000
August 25, 1977 Bid Letting		
NE Maywood Place Section	156,000	2,000,000
SE Foster Rd.-SE Crystal Springs Blvd.	16,458	211,000

	State Share	Project Cost Estimate
September 22, 1977 Bid Letting		
NE Sandy Blvd. Str.	206,700	2,650,000
East Burnside St. Str.	126,360	1,620,000
S. Banfield Intch. (NE 99th Ave.)	17,940	230,000
Col. Blvd. Intch. (Col. Blvd. U'xing)	210,600	2,700,000

We have two projects that are scheduled for letting on May 26, for which Board approval will be necessary at the April 28 meeting, in order to meet the bid letting. For the sake of convenience, we would appreciate Board action incorporating the entire list in FY 77 Annual Element for the TIP.

Your action in expediting this matter is appreciated.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo

cc: H. S. Coulter
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
APR 21 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8553

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 15, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(-)213
Columbia Slough Overcrossing and
Frontage Roads

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer

Mr. Hart's letter, dated May 21, 1976, transmitted revised preliminary plans for these structures. We approve the roadway widths and length of the structures.

It is our understanding that although provisions are to be made for the busway, there will be no committment of funds at this time for this facility except where absolutely necessary. In this case it is possible to build the busway part of the structure later when it is needed. Therefore, you should make provisions in your design drawings to delete the busway part of the structure from this work. This will involve some revisions of rail locations shown on this submittal.

The East Frontage Road structure shows a 10' - 10 1/2" wide sidewalk. We usually go along with slight excesses over standards when slabs are used, but in this case you show the sidewalk cantilevered out 1' - 7" beyond the slabs. We suggest that you reduce the walk to 10' - 0" by reducing the overhang.

G. L. Green

cc
OSHD W. Hart

RECEIVED
STATE HWY ENGR
JUN 17 '76
REFER TO
FOR
Info Inves R/D D.R Sign Act File

T.A.A.

File BRS. 16055, 16056, 16057

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 21, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Columbia Slough Overcrossing
and Frontage Roads
NE Marine Drive-Columbia Blvd. Sec.
East Portland Freeway
Multnomah Co.

Attached are two prints each of Drawings Nos. 31430 through 31434 which are the revised preliminary plan and elevation and vicinity maps for the Columbia Slough structures. These reflect the current Plan III for the I-205 Freeway. Approval was received by a December 20, 1974 FHWA letter for the previously submitted Columbia Slough structures. Also attached are copies of the hydraulic statement. The revised Foundation Recommendation will be forwarded when it becomes available.

The Columbia Slough Overcrossing structures carry three lanes of East Portland Freeway traffic plus an extension of the on-off ramp between Airport Interchange and Columbia Blvd., each way, over the Columbia Slough and a connecting road between east and west side streets. The center structure carries two bus lanes. Eliminating the space allocated for the Whitaker Freeway has allowed the structures to be shortened. Three-span "Bulb-Tee" deck girder structures are proposed for the Freeway. Two-span post-tensioned box girder alternates were studied but are somewhat more expensive. The frontage road structures are essentially the same as previously submitted. Some revisions have been made in span lengths and bent type to reduce costs.

RECEIVED
MAY 24 1976

The East Portland Freeway storm sewer has been relocated to the east and is not included with the Freeway structures.

The foundation information indicates piling will be required at all bents. The type of piling will be further analyzed at the design phase to determine the most economical answer. There is a possibility of using a drilled shaft type foundation for the column supports on the Freeway structures. This also will be studied during the design phase.

The estimated costs based on approximate quantities and including an allowance for engineering and contingencies are as follows:

Bridge	Precast	Post-Tensioned Box
16055	2,134,000	2,770,000
16056	137,000	-
16057	97,000	-

This is being submitted as a preliminary proposal for your approval.

Very truly yours,

OREGON STATE
WALTER J. HART

Walter J. Hart
Bridge Engineer

JEB/ag
Attachs.

cc E. S. Hunter
V. E. Skoog
L. W. Rulien
J. H. Versteeg

8553

Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 20, 1974

In reply refer to: 1041Br.1

SUBJECT: Oregon Project I-205-7(-)213
Columbia Slough Oxing - #16055 & A
Preliminary Plan Submission

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's June 11, 1974 memorandum transmitted preliminary plan data for this project. This structure has been reviewed and it is approved subject to the receipt and acceptance of hydraulic and foundation data.

This approval does not include the flume which we understand is subject to change. We would like design data for the flume when its design is settled.

for G. L. Green

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STATE HWY ENGR
DEC 23 '74
REFER TO
Hunter
FOR
INVSS | MD | D/R | [illegible] | A-1 | [illegible]

NOTED
E. S. HUNTER
cc Hart
Lindley
12-26-74

NOTED
A. E. JOHNSON

RECEIVED
DEC 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 11, 1974

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Columbia Slough Overcrossing and Frontage Rds.
NE Marine Drive-~~NE Morris St.~~ Section U.P.R.R.
East Portland Freeway
Multnomah County
Brs. Nos. 16055 & A, 16056, 16057

Enclosed are two prints each of Drawings Nos. 29395, 29396, 29397, 29398 and 28366, which are the preliminary plan and elevation and vicinity maps for the Columbia Slough Overcrossing and adjacent frontage road structures. The foundation information will be forwarded to you as soon as it becomes available.

The Columbia Slough Overcrossing structures carry five lanes each of East Portland Freeway traffic over Columbia Slough and a connecting road between east and west side streets. The frontage road structures carry two lanes each of street traffic over Columbia Slough. There is an 8'-0" sidewalk on the west side of the east structure. Twin four span (82'-135'-135'-92') prestressed precast "Bulb-T" deck girder structures are proposed for the freeway. Two span post-tension box girder alternates were studied but are somewhat more expensive. The frontage road structures are to be precast prestressed slab spans (38'-49'-38'). Standard poured-in-place slab spans were considered.

RECEIVED
JUN 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

The possible future Whitaker Freeway is provided space under Span 2 of the main structures. A concrete flume is provided in the median area to carry the East Portland Freeway storm sewer. Preliminary estimated costs based on approximate quantities and including an allowance for engineering and contingencies are as follows:

Bridge	Precast	Poured-in-Place
16055 & A	$2,438,000	$3,258,000
16056	125,000	152,800
16057	158,500	187,900
Flume		608,500

This is being submitted as a preliminary proposal for your approval.

JEB:ag:kp
Enc.
cc E. S. Hunter
V. E. Skoog
L. W. Rulien
J. H. Versteeg

8554 N. Tigard Interch. & Lake Rd. Interch Secs. of I-5 & I-205 (Barriers & signing) 1977

8554

September 28, 1983

St. Paul Fire & Marine Insurance Co.
825 NE Multnomah, Suite 800
Portland, OR 97232

CON 5
#8654

Gentlemen or Ladies:

A post-final payment for $182,500 was made to S. D. Spencer & Son on Contract No. 8654 for work on the N. Oakland Interchange-Sutherlin Interchange Section of the Pacific Highway in Douglas County.

The total amount paid on this contract was $3,526,089.12 including the post-final payment. Of the total $119,475.65 was for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FH
9-28-83 kjm

cc: S. D. Spencer & Son
4614 NE 72nd Avenue
Vancouver, WA 98668

bc: C. T. Keasey
Walt Hart
James J. Gix

8554

LR

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H. S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah & Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10-31-79	W. N. Bryant, Area Engineer	I-5-6(86)295 I-205-7(48)302

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
1-14-78	4-24-78	157 %	120 C.D.

APPROVED EXTENSIONS	LOCATION
None	I-5; 0.1 mi. N.W. Washington Co. Line, N.W. 1.2 mi. I-205; Lake Rd. Interchg., Clackamas Co.

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. TIGARD INTERCHANGE AND LAKE ROAD INTERCHANGE
PACIFIC HIGHWAY (I-5) AND EAST PORTLAND FREEWAY (I-205)
Signing and Revisions

RECEIVED
STATE HWY ENGR
NOV 6 '79
REFER TO
FOR
Info | Invest | Sig | Dft | Stmp | Act | File

11-6 cf

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. Hossner Field Operations Engineer	
TITLE Area Engineer	DATE 10-31-79	TITLE Field Operations Engineer	DATE 10-31-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8554

8

May 11, 1978

J. F. Shea Company, Inc.
6085 Scarlett Court
Dublin, CA 94566

Gentlemen:

Time Extension Request
N. Tigard Intch. & Lake Rd. Intch.
Contract No. 8554

Your request for an increase of 68 calendar days in which to complete the above project has been carefully reviewed and, on the basis of the reason given, is denied. We note that work on the project did not begin until 73 calendar days of contract time had elapsed.

Should you have further questions in this matter, please contact the Resident Engineer or the Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:mk ia

bc C. T. Keasey
E. L. Hardt
Arvey Nelson
Robert Church

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

May 8, 1978

FROM: O. B. Jackmond
Contract Administration Engr.

SUBJECT: Time Extension Request
N. Tigard Intch. & Lake Rd. Intch.
Contract No. 8554

TO: H. S. Coulter
State Highway Engineer

The contractor on the subject project, J. F. Shea Company, Inc., has requested a 68 calendar day extension of time. Pertinent contract time data are:

Contract Awarded	June 28, 1977
Calendar Day Count Started	July 11, 1977
Work Started	September 21, 1977
Work Completed	January 14, 1978
Calendar Days Allowed	120
Calendar Days Used	188

The contractor's request for a complete 68 day time extension is for the sole reason that the original subcontractor who quoted on painting a sign bridge refused to do so and another painting subcontractor had to be found. This is not a valid reason for time extension. Further it is noted that the contractor did not commence work on this project until 73 days of contract time had elapsed. It is therefore clear that the excess time required to complete the project was solely due to the contractor's own scheduling of the work.

It is recommended that this request be denied.

A rough draft letter to the contractor is attached.

OBJ:mk

Attach.

RECEIVED
STATE HWY ENGR
MAY - 9 '78
REFER TO
FOR
Info | Init. | R/D | D/R | Sign | Act | File

K.asey Richards
FORM 81-734-3036 Berg
Jackmond
Hopkins RECEIVED Widmer
Williams APR 28 1978 Gebauer
Johnson CONSTRUCTION Church
Glenn BRANCH

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 27, 1978

FILE:

FROM: MARION CRAFT
Region Construction Engineer

TO: BRYANT JACKMOND
Construction Administration Engineer

SUBJECT: N. TIGARD INTCHGE.-LAKE RD. INTCHGE,
Pacific Hwy. (I-5) &
E. Portland Fwy. (I-205)
Contract No. 8554
Time Extension Request

Attached are five copies of a time extension request from the contractor, and Arvey Nelson's letter of analysis and recommendation. Some pertinent dates, taken from Arvey's letter are:

Date of Award	June 28, 1977
Start of day count	July 11, 1977 (120 C.D. allowed)
Preconstruction Conf.	August 3, 1977
Anticipated start of work	August 15, 1977
Actual first day of work	September 21, 1977
Contract time expired	November 7, 1977
Work completed (2nd Notification)	Jan 14, 1978
Clean up - lights on, etc.	February 22, 1978

As stated in Arvey's letter, the contractor began work on September 21, 1977, or after 73 days had elapsed. By doing this, he did the median barrier work in some very bad weather, which could have been done in August, September, and October. He had his work crews well organized and prosecuted the work fairly well, traffic control was good and there were no major accidents during the life of the contract. From the time he actually started the work until the time was stopped on January 14, 1978 took 116 days. This time frame could have just as easily been slipped back to a date beginning the middle of July, and the project could have easily been completed in the time allotted.

I don't think we did anything to hinder or slow up the contractor, and can see no reason for granting the time extension.

MC/ggw

Attachment

cc: Nelson

FILE: CON 5
8554

FORM B-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 21, 1978

FROM: Arvey D. Nelson
Resident Engineer

SUBJECT: Request for Extension of Time
N. Tigard Int. & Lake Road Int.
Pacific & E. Portland Freeways
Multnomah & Clackamas Counties
Contract 8554

TO: Edward L. Hardt
Regional Engineer

ATTN: Marion Craft
Reg. Const. Eng'r.

Submitted for your consideration is a 68-Day Time Extension Request received from J. F. Shea Company, Inc., the prime contractor for the above subject contract. With the completion of contract work on February 22, 1978, the contract had been assessed a total of 68 days of Liquidated Damages.

Information regarding the contract and its subsequent completion is noted with the following chronological summary:

Total Contract Amount	$143,576.43
Individual Unit Costs	
1. Temporary Protection and Direction of Traffic	34,650.00
2. Install Concrete Barrier (4500 Lin.Ft.) plus incidental related grading items	71,750.00
3. Sign structures & signing and illumination	37,300.00
Date of Bid Letting was	June 23, 1977
Date Contract Was Awarded was	June 28, 1977
Calendar Day Count Began on	July 11, 1977
Specified Calendar Days Allowed	120 Days
Preconstruction Conference Held On	August 3, 1977
Anticipated Start of Work (at Preconstruction Conference) was to be on	August 15, 1977
Actual First Day of Contract Work was on	September 21, 1977
Specified Calendar Days Expired on	November 7, 1977
First Day of Liquidated Damages was on	November 8, 1977
Contractor Transported State Furnished Sign Bridge From Salem to Tualatin for Blasting and Painting on	December 1, 1977
Contract Work Completed Pending the Erection of Sign Bridge. Further Work Delayed Until Bridge is Delivered to Jobsite.	December 7, 1977
Sign Bridge Posts Delivered to Jobsite on	December 19 & 20, 1977
Sign Bridge Truss Delivered to Jobsite on	December 28, 1977
All Work Completed, Except for The Installation of the Sigh Illumination Luminaire Units and Last Day of Liquidated Damages	January 14, 1978
Sign Illumination Luminaire Units Delivered to Project and Installed. Contract Work Completed in Total	February 22, 1978

Two factors were most instrumental in contributing to the Liquidated Damages charged this contract. The first was the late date which the contractor started work on the project. Work began on September 21, 1977, at which time 73 Calendar Days of the allotted 120 Calendar Days had expired (61% of the time allowed). Further, with the late start, the long day and fair weather months of July, August, and September were not utilized. This forced a majority of the work to be performed during the Winter months of November, December and January, which, with rain and fog causing slippery pavement and poor visibility, is certainly not the most productive or desired time to be working out in the heavy I-5 Freeway traffic.

The second item which delayed the completion of contract work was the erection of the State furnished sign bridge at the Lake Road Interchange location. Included in the specified work was the sandblasting and the repainting of the sign bridge. The sign bridge was not moved from the State Maintenance Yard for painting until the first of December. Performing the painting work at this time was costly and time consuming as visquene protection and heat were required to satisfactorily complete the painting work.

The erection of the sign bridge was critical as other contract signing revision and removal work could be performed only after the sign bridge signing was in place. Repainting the sign bridge in December produced an additional three week delay to the contract completion beyond the set back caused by starting late.

In discussion with the contractor's supervision on the jobsite, we were informed work started late on our job because the contractor was completing other work.

The problem repainting the sign bridge was created when a painting firm, hired during the Summer to paint the sign bridge, subsequently refused to perform the work and a second firm had to be found to do the work.

In the time extension request, the contractor mentions a late delivery of sign illumination luminaires. The sign luminaires were late in delivery to the jobiste, however, they are not involved in the contract liquidated damages as the Calendar Day charges were stopped when the sign erection work was completed and the contract signing functioning. Had the electrical work been involved in the Liquidated Damage question, again the contractor would have been involved, as he failed to promptly submit his electrical subcontract for approval. When received, the minority solicitation information was not included and this again created more delay. The electrical subcontract was approved in late October 1977 and at that time electrical material submittals were received for approval.

I recommend a time extension not be granted this contract as adequate time was provided for the completion of the work. The contractor, by his own decision, chose not to fully utilize the time allowed. The problem of repainting the sign bridge was the result of poor management by the contractor.

Also enclosed is a rolled "Critical Path" Chart showing significant work progress.

Form 21-734-5220

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date February 16, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 188 days, within which to complete our Contract No. 8554, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
Our original subcontractor who quoted to paint the sign bridge on Item 19 refused to do the job when it came time to do it. We than had to find another source, and it was extremely difficult because of the time of the year.

Delays on the project beyond the completion date did not inhibit the use of the highway.

Respectfully submitted,

J. F. SHEA CO., INC.
Contractor

By M. J. Stoddard, Jr.
M. J. Stoddard, Jr.

CONSENT OF SURETY

Date February 23, 1978

We, THE AETNA CASUALTY AND SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. M. Albada
Attorney-in-fact
J. M. Albada, Attorney-in-Fact (SEAL)

Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8554 Contractor J. F. Shea Company, Inc.

Highway Pacific (I-5) and E. Portland Freeway (I-205)

Section N. Tigard Interchange and Lake Road Interchange

Kind of Work Barriers and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Denied: Invalid reason for time extension.

Recommended for Approval:

Region Engineer

O. B. Jackmond

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

SP*18623-734

Contract No. 8554

Project designation I-5-6(86)295
I-205-7(48)302
~~RDGE~~-Federal

Date awarded June 28, 1977

Work started September 21, 1977

Per cent completed 100% 2-22-78
Date

No. of ~~Workdays~~ Calendar Days Allowed 120

No. of ~~Workdays~~ Calendar Days Used 188

No. of Added ~~Workdays~~ Calendar Days Requested 68

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8554 Contractor J. F. Shea Company, Inc.

Highway Pacific (I-5) and E. Portland Freeway (I-205)

Section N. Tigard Interchange and Lake Road Interchange

Kind of Work Barriers and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted]D or [redacted]D. The reasons for such recommendation are as follows: DENIED

Denied: Invalid reason for time extension.

Recommended for Approval:

.....
Region Engineer

O. B. Jackmond
Construction Engineer ~~Bridge Engineer~~

.....
State Highway Engineer

Contract No.	8554
Project designation	I-5-6(86)295 / I-205-7(48)302 (~~State~~ Federal)
Date awarded	June 28, 1977
Work started	September 21, 1977
Per cent completed	100% 2-22-78 (Date)
No. of ~~Workdays~~ Calendar Days Allowed	120
No. of ~~Workdays~~ Calendar Days Used	188
No. of Added ~~Workdays~~ Calendar Days Requested	68

SP*10853-734

Form 81-726-8250

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date February 16, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 188 days, within which to complete our Contract No. 8554, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Our original subcontractor who quoted to paint the sign bridge on Item 19 refused to do the job when it came time to do it. We than had to find another source, and it was extremely difficult because of the time of the year.

Delays on the project beyond the completion date did not inhibit the use of the highway.

Respectfully submitted,

J. F. SHEA CO., INC.
Contractor

By M. J. Stoddard, Jr.
M. J. Stoddard, Jr.

CONSENT OF SURETY

Date February 23, 1978

We, THE AETNA CASUALTY AND SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. M. Albada
Attorney-in-fact
J. M. Albada, Attorney-in-Fact (SEAL)

Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8554 Contractor J. F. Shea Company, Inc.

Highway Pacific (I-5) and E. Portland Freeway (I-205)

Section N. Tigard Interchange and Lake Road Interchange

Kind of Work Barriers and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Denied: Invalid reason for time extension.

Recommended for Approval:

.....
Region Engineer

D. B. Jackman
.....
Construction Engineer or ~~Bridge Engineer~~

H. S. Coffin
.....
State Highway Engineer

Contract No.	8554
Project designation	I-5-6(86)295 I-205-7(48)302 ~~State~~ Federal
Date awarded	June 28, 1977
Work started	September 21, 1977
Per cent completed	100% 2-22-78 Date
No. of ~~Workdays~~ Calendar Days Allowed	120
No. of ~~Workdays~~ Calendar Days Used	188
No. of Added ~~Workdays~~ Calendar Days Requested	68

~~SP*19003-734~~

Form 81-734-3250

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date February 16, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 188 days, within which to complete our Contract No. 8554, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Our original subcontractor who quoted to paint the sign bridge on Item 19 refused to do the job when it came time to do it. We than had to find another source, and it was extremely difficult because of the time of the year.

Delays on the project beyond the completion date did not inhibit the use of the highway.

Respectfully submitted,

J. F. SHEA CO., INC.
Contractor

By W. J. Stoddard, Jr.
W. J. Stoddard, Jr.

CONSENT OF SURETY

Date February 23, 1978

We, THE AETNA CASUALTY AND SURETY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. M. Albada
Attorney-in-fact
J. M. Albada, Attorney-in-Fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8554 Contractor J. F. Shea Company, Inc.

Highway Pacific (I-5) and E. Portland Freeway (I-205)

Section N. Tigard Interchange and Lake Road Interchange

Kind of Work Barriers and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Denied: Invalid reason for time extension.

Recommended for Approval:

.....
Region Engineer

O. B. Jackson
.....
Construction Engineer or Bridge Engineer

.....
State Highway Engineer

SP*10803-734

Contract No.	8554
Project designation	I-5-6(86)295 I-205-7(46)302 (HPDE-Federal)
Date awarded	June 28, 1977
Work started	September 21, 1977
Per cent completed	100% 2-22-78 (Date)
No. of Workdays Allowed	120 (Calendar Days)
No. of Workdays Used	188 (Calendar Days)
No. of Added Workdays Requested	68

Form 82-724-5250

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date February 16, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 188 days, within which to complete our Contract No. 8554, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Our original subcontractor who quoted to paint the sign bridge on Item 19 refused to do the job when it came time to do it. We than had to find another source, and it was extremely difficult because of the time of the year.

Delays on the project beyond the completion date did not inhibit the use of the highway.

Respectfully submitted,

J. F. SHEA CO., INC.
Contractor

By W. J. Stoddard, Jr.

CONSENT OF SURETY

Date February 23, 1978

We, THE AETNA CASUALTY AND SURETY COMPANY

....., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. M. Albada
Attorney-in-fact

J. M. Albada, Attorney-in-Fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8554 Contractor J. F. Shea Company, Inc.

Highway Pacific (I-5) and E. Portland Freeway (I-205)

Section N. Tigard Interchange and Lake Road Interchange

Kind of Work Barriers and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or [redacted]. The reasons for such recommendation are as follows:

Denied: Invalid reason for time extension.

Recommended for Approval:

.....
Region Engineer

O. B. Jackmond
.....
Construction Engineer or Bridge Engineer

.....
State Highway Engineer

Contract No.	8554
Project designation	I-5-6(86)295 I-205-7(48)302 FPOR-Federal
Date awarded	June 28, 1977
Work started	September 21, 1977
Per cent completed	100% 2-22-78 Date
No. of Workdays Allowed	120 Calendar Days
No. of Workdays Used	188 Calendar Days
No. of Added Workdays Requested	68

SP*10663-736

Form 21-734-2080

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date February 16, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 188 days, within which to complete our Contract No. 8554, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Our original subcontractor who quoted to paint the sign bridge on Item 19 refused to do the job when it came time to do it. We than had to find another source, and it was extremely difficult because of the time of the year.

Delays on the project beyond the completion date did not inhibit the use of the highway.

Respectfully submitted,

J. F. SHEA CO., INC.
Contractor

By W. J. Stoddard, Jr.
W. J. Stoddard, Jr.

CONSENT OF SURETY

Date February 23, 1978

We, THE AETNA CASUALTY AND SURETY COMPANY

....., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. M. Albada
Attorney-in-fact
J. M. Albada, Attorney-in-Fact

(SEAL)

Resident Agent

J. F. SHEA CO., INC.
General Contractors • Highway Safety Division
License No. A-177061
6015 SCARLETT COURT
DUBLIN, CALIFORNIA 94566
TELEPHONE (415) 828-3000

February 16, 1978

Oregon State Highway Division
9250 N. E. Skidmore Street
Portland, Oregon 97220

Attention: Mr. Avery Nelson, R.E.

Re: Request for Extension of Time
N. Tigard Int. - Lake Rd. Int. Section
I-5 and I-205 Highways
Contract No. 8554

Gentlemen:

I acknowledge receipt of your letter dated February 7, 1978.

I am in agreement with you in the fact the J. F. Shea Co., Inc. was late in commencing work on subject project, and that the sign bridge should have been painted in the summer months.

However, I wish to point out the fact, that if we had begun the project immediately after award and the sign bridge was painted last summer, the situation at this time would still be the same. The project cannot be completed until the Electrical Sub-Contractor receives and installs the fixtures.

I realize you were considerate and stopped the working days after the sign bridge was installed, still waiting on the electrical.

Although, we did go beyond the completion date of this project, this did not, to my knowledge, inhibit the use of the highways.

We request the State of Oregon to waive or pro-rate liquidated damages which were assessed for failure to complete subject project within the allowable time period.

Awaiting your reply.

Very truly yours,

J. F. SHEA CO., INC.

M. J. Stoddard, Jr.
General Manager

MJS:r

File: CON 5
#8554

OREGON STATE HIGHWAY DIVISION

9250 N.E. Skidmore St., Portland, Oregon, 97220

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 7, 1978

J. F. Shea Company, Inc.
6015 Scarlett Court
Dublin, CA. 94566

Re: Request for Extension of Time
N. Tigard Int. - Lake Rd. Int. Section
I-5 and I-205 Highways
Contract No. 8554

Dear Sirs:

Notification of a Time Extension Request for Subject Contract was received through letter of December 29, 1977, by your project Supt. A copy of the letter is enclosed.

You will note from the Final Weekly Statement of Calendar Day Charges, dated January 16, 1978, contract calendar day charges terminated January 14, 1978, with 68 days excess time charged to the contract. It is also interesting to note on September 21, 1977, when contract work started, 73 Calendar Days of the 120 Calendar Days allowed for completing contract work had previously expired.

To my knowledge, contract liquidated damages are a result of your delay in starting contract work. Painting a sign bridge in December is both difficult and costly, however, it is certainly not a valid reason to recommend a time extension when the available July, August, and September Summer months of contract time were wasted.

I am enclosing copies of our formal time extension request form. In completing the extension request note the consent of your surety is required. Section 108 of the Contract Standard Specifications, particularly Section 108.09, provide reference for submitting time extension requests.

When received, your time extension request will be transmitted on for a final decision of approval or rejection by the Transportation Commission.

At this time, however, I can not justify a time extension recommendation from my Resident Engineer position.

Very truly yours,

Arvey Nelson
Resident Engineer

cc: Region I

J. F. SHEA CO., INC.
6015 Scarlett Ct.
Dublin, California

December 29, 1977

State of Oregon
Highway Division
9250 N E. Skidmore
Portland, Oregon 97220

Attention: Arvey Nelson

Re: Contract #8554

Gentlemen:

We would like to request an extension of time according to Section 108.09 of the Standard Specifications.

Our original subcontractor who quoted to paint the sign bridge on Item 19 refused to do the job when it came time to do it. We then had to find another source and it was extremely difficult because of the time of the year.

We finally located a subcontractor to do the work at this time at a considerable increase in cost which we had to absorb.

Yours truly,

J. R. Martin
J. F. Shea Co., Inc.

JRM/mj

8554

8

May 8, 1978

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

Gentlemen:

On April 26, 1978, we wrote to you concerning release of final payment on Contract No. 8554 awarded to J. F. Shea Co., Inc. for work on the N. Tigard Intchge. and Lake Road Intchge. Section of the Pacific Highway and East Portland Freeway in Multnomah and Clackamas Counties.

Final payment on this contract is $500.00 and the total contract amount is $110,597.55 including $466.48 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: J. F. Shea Co., Inc.
6085 Scarlett Court
Dublin, CA 94566

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8554

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I -6(86)295, I-205-7(48)302

STATE PROJECT NO.
See Below

COUNTY NAME
Clackamas & Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71013 & 71014

TO:

Mr. F.B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6-1-77	1-23-78	Interstate I-5 & 205 / Primary 1 & 64

GENERAL LOCATION:

"North Tigard Interchange - Lake Road Interchange"

GENERAL DESCRIPTION OF WORK:

Removing and storing two existing signs, remove, modify and reinstall sign on Clackamas River Interchange structure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AGREED~~ XXXXXXXXX PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 1-23-78, as requested in Mr. Keasey's letter of 3-15-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $800, Federal funds $738.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-30-78	G. K. Haseney	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8554

15

Salem, Oregon
March 16, 1973

Fred Eriksen
Design Engineer Supervisor

Arvey Nelson
Resident Engineer

"As Constructed Narrative"
N. Tigard Interchange and
Lake Road Interchange
Pacific and East Portland Freeways
Multnomah and Clackamas County

Your account of the placement of median barrier and shoulder barrier was interesting. Generally we had believed the median barrier grouting had been done in one stage, rather than the two stage operation you described. Perhaps the method used is dictated by the circumstances encountered on each project.

The method of backfilling a portion of the concrete shoulder with pumped aggregates was unusual. I am sure some shoulder barrier locations have been difficult to backfill with end dumping and scoop loaders, etc.

FE:ab
cc: E. L. Hardt

8554

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-1-78

FEDERAL AID PROJECT NO.: I-5-6(86)295 &

STATE PROJECT NO.: I-205-7(48)302

See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71013 & 71014

COUNTY NAME: Multnomah & Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe,
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6-1-77	12-13-77	Interstate 205 & I-5 / Primary 64 & 1

GENERAL LOCATION:

North Tigard Interchange - Lake Road Interchange

GENERAL DESCRIPTION OF WORK:

Construct 5 1/2 ft. high earth berm to sign bridge pedestal 85' left of Sta 'L' 509 +75 to Sta 'L' 510+95 on I-205, E. Portland Freeway at Lake Rd. Int.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AD-AXACTD~~ ~~CONTRACT~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-13-77 as requested in Mr. Keasey's letter of 2-28-78 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 at a total estimated cost not to exceed $1235.00 Federal Funds $1140.00.

NOTED
F. B. KLABOE
3-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-8-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

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FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Tigard Int. & Lake Rd. Int.		WEEK ENDING: February 25, 1978
		SECTION PREFIX: 626 - 1028 - 900
HIGHWAY: Pacific I-5 East Portland Freeway I-205		COUNTY: Mult. - Clack.
NAME OF JOB: N. Tigard Int. & Lake Rd. Int.	KIND OF WORK: , Barriers & Signing	
CONTRACTOR: J. F. Shea Co., Inc.	CONTRACT NUMBER: 8554	FEDERAL AID PROJECT NUMBER: I-5-6(86)295 I-205-7(48)302
DATE OF CONTRACT: June 28, 1977	DATE WORK STARTED: September 21, 1977	ESTIMATED COMPLETION DATE: February 22, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 188
PROJECT AUTHORIZATION: $178,962.79	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 157%
EXCLUSIVE OF ENGINEERING: $164,771.87	ENGINEERING AUTHORIZATION: $14,190.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $154,887.91	ENGINEERING COST TO DATE: $21,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13 %	PERCENT OF AUTHORIZATION: 148%	DATE PROJECT WAS COMPLETED: February 22, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Pickup
1 Line Truck
1 Boom Truck
1 Sequential Arrow

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Feb. 19				
MONDAY 20				
TUESDAY 21				
WEDNESDAY 22	Sunny, 56° +/-			
THURSDAY 23				
FRIDAY 24				
SATURDAY 25				

Routing
Richards
Glenn
Berg
Johnsen
Inioes

RECEIVED
FEB 27 1978
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY Feb. 19	- No work
20 MONDAY	No work
21 TUESDAY	No work
22 WEDNESDAY	J. F. Shea Co., Inc firnished traffic control and Olson Electric installed luminaires on guide sign no.s #8, #9, & 10. J. F. Shea Co., Inc. removed all remaining temporary signs and all other contractor equipment, completeing the project this day.
23 THURSDAY	
24 FRIDAY	
SATURDAY 25	

REMARKS

Note: All work on this project was completed on Feb. 22, 1978. Semi-final paper work will be submitted within a few days. Third notification has not been filed pending final payrolls and EEO material from the contractor. This will be final weekly report.

Otto M. Staples

for SIGNED Arvey D. Nelson, Res. Engr. STATION Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8554

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
8-153	**FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
	8-17-77	Project No. I-5-6 (86)295

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, 0.1 mi. NW Wash. Co. Line, NW 1.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-1-77	0.0
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 125,100	$ 115,391

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. J. Hunter

Technical Services Engineer
(Title)

By

Acting State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, August 9, 1977

Federal Aid Project
No. I-5-6 (86)295

North Tigard Interchange Section
Pacific Highway
Multnomah County

Project Agreement Estimate

Type Code Y101
Guardrail (Sta. 386+62 thru EQ. Sta. 418+27.98=Sta. 22+65.28 to Sta. 26+42)

Mobilization	All Required(80%)		$ 800.00
Temporary Protection and Direction of Traffic	All Required(75%)		2,850.00
Temporary Signs	241 sq.ft.	2.49	600.00
Temporary Plastic Safety Markers	24 only	58.00	1,392.00
Sequencial Arrow Sign	2 only	440.00	888.00
Flagmen	1,200 hr.	16.50	19,800.00
Clearing and Grubbing	All Required		320.00
Removal of Structure and Obstructions	All Required		7,800.00
General Excavation	250 cu.yd.	4.72	1,180.00
1"-0 Aggregate Base	110 cu.yd.	10.50	1,155.00
Class "B" or Class "C" Asphalt Concrete	210 ton	26.25	5,512.50
Concrete Inlets, Type G	3 only	525.00	1,575.00
Metal Median Barrier Connections	65 lin.ft.	8.25	536.25
Concrete Barrier, Standard	4,338 lin.ft.	11.75	50,971.50
Concrete Barrier, Nonstandard	50 lin.ft.	43.00	2,150.00
Adjusting Inlets	1 only	368.00	368.00
			$97,890.34

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
	Subtotal	$97,990.34
	Engineering	13,228.66
	Total	$111,219.00

Oregon State Highway Division
Salem, Oregon August 9, 1977

Federal Aid Project
No. I-5-6 (86)295

Type Code Y002
Signing (Sta. 358+85 to Sta. 375+60)

Sign Support Footings	All Required (27%)		$ 2,759.40
Move and Modify Existing Cantilever Sign Structures	All Required (90%)		2,700.00
Type "A" Signs in Place	140 sq.ft.	10.00	1,400.00
Type "D" Signs in Place	80 sq.ft.	3.85	308.00
Move and Modify Existing Signs	All Required (30%)		600.00
Sign Illumination Equipment	All Required (50%)		4,462.50
	Subtotal		$12,229.90
	Engineering		1,651.10
	Total		$13,881.00

Length of Project . . . . . 0.00 mile

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Federal Funds	State Funds
Guardrail	$111,219.00	$102,588.00	$8,631.00
Signing	13,881.00	12,803.00	1,078.00
	$125,100.00	$115,391.00	$9,709.00

Group 2 68%

Contract No. 8554

Prefix 626-1028

8554

STATE COPY

9

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
8-155	**FEDERAL-AID PROJECT AGREEMENT** 8-17-77	County Clackamas
		Project No. I-205-7(48)302

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Lake Road Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-1-77	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 53,863	$ 49,683

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By C A Kenney

Acting State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, August 8, 1977

Federal Aid Project
No. I-205-7(48)302

Lake Road Interchange Section
E. Portland Freeway
Clackamas County

Project Agreement Estimate.

Type Code Y002
Signing (Sta. 510 + 05)

Mobilization	All Required	(20%)	$ 200.00
Temporary Protection and Direction of Traffic	All Required	(25%)	950.00
Temporary Signs	241 only	$ 2.49	600.09
Flagmen	400 hr.	16.50	6,600.00
Removal of Existing Sign Installation	All Required		520.00
Sign Support Footings	All Required	(73%)	7,460.60
Move, Modify and Install Sign Bridge	All Required		7,400.00
Move and Modify Existing Cantilever Sign Structures	All Required	(10%)	300.00
Type "AA" Signs in Place	413 sq.ft.	8.45	3,489.85
Type "D" Signs in Place	19 sq.ft.	3.85	73.15
Move and Modify Existing Signs	All Required	(70%)	1,400.00
Sign Illumination Equipment	All Required	(50%)	4,462.50
			$ 33,456.19

Anticipated Items

State Furnished Sign Bridge	All Required	$ 14,000.00
	Subtotal	$ 47,456.19
	Engineering	6,406.81
	Total	$ 53,863.00

Length of Project - - - 0.00 mile

Federal Funds (92.24%)	$ 49,683.00
State Funds	4,180.00
Total	$ 53,863.00

Group 1 32%

Contract No. 8554

Prefix 626-1028

8554

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-1-77

FEDERAL AID PROJECT NO.
5-6(86)295&I-205-7(48)302

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71013 & 71014

COUNTY NAME
Multnomah & Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	Interstate 205 & I-5	Primary 64 & 1

GENERAL LOCATION:
"North Tigard Interchange-Lake Road Interchange"

GENERAL DESCRIPTION OF WORK:
Barrier and Signs (Code Y002-Y101, Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) State Furnished Sign Bridge $14,000
Temporary Erosion Control $ 100

☐ ACQUISITION OF RIGHT OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCFED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $240,960-Federal Funds $222,260

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. K. Hoosner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 24, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Project Assessment
Federal Aid Interstate
N. Tigard Interchange Section
Pacific Hwy. & East Portland Freeway
Multnomah County

The projects are located at N. Tigard Interchange on Pacific Highway and at Lake Road Interchange on East Portland Freeway. The projects consists of the placing of concrete median barrier down the center of the existing roadways, replacement of guardrail with concrete shoulder barrier and placement of signs. Safety improvement is the only anticipated impact of the project.

It has been determined that no new right-of-way would be required, and that the quality of the human environment. Therefore, this project is deemed a Non-Major action as defined in FHPM 7-7-2, paragraph 10e.

GAP:cjh

cc: E. S. Hunter ✓
R. N. Bothman
Craig Markham
Bill Kappus-FHWA
L. E. George

RECEIVED
STATE HWY ENG
MAY 24 '77
REFER TO
FOR

8554

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 24, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Attn: W. Bryant

Dear Mr. Green:

Re: N. Tigard Interchange & Lake Road Interchange
Pacific & E. Portland Freeway
Multnomah County
Oregon I-205-7(22)301

This letter is to document my conversation with Mr. Bryant on Tuesday, May 24, 1977, in regards to an earlier letter of April 15, 1977, and a previous telephone conversation on April 22, 1977, concerning the subject project.

In the letter of April 15, 1977, you had requested layout proposals and estimates for the signing installations on the subject project and the Farewell Bend installation. These were furnished to you at the approximate time of receipt of your letter. Confirmation of this and approval was acknowledged by Mr. Bryant on April 22 and again on May 24, 1977.

If further information is required, please advise.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
E. L. Hardt
L. E. George
W. G. Beard

RECEIVED
STATE HWY ENGR
MAY 25 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3122

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 15, 1977

In reply refer to: 1041A.6

SUBJECT: Oregon I-205-7(22)301
East Portland Freeway
Lake Rd. Interchange

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Your April 5 memorandum makes reference to a field review of I-205. You again request approval to proceed with the installation of a sign bridge as noted in Mr. Christensen's March 15 letter.

Based on that review, I can now approve your proposal with the understanding that credit will be made to the project, based on actual cost, for the butterfly structure and the cantilever structure that will be removed. No credit is expected for the removal of the temporary sign.

Please furnish a layout proposal and estimates for the N. Tigard Interchange sign revisions and the Farewell Bend installation, if Federal funding is planned, prior to proceeding with erection of the structures.

for G. L. Green

1 Versteeg
Olson
2 Doc
Scott
3 Swenson
Savage

RECEIVED
APR 21 1977
ROAD DESIGN SECTION

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cy Schroeder
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Kearsey
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M. Payne
4-21-77

RECEIVED
STATE HWY ENGR
APR 20 '77
REFER TO
Versteeg
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8554

DATE: April 5, 1977

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Oregon I-205-7(22)301
Lake Road Interchange
Pacific Highway, Multnomah County
Your Reference 1041A.6

Your memorandum of March 21 questioned the need for a sign bridge at the Lake Road Interchange on I-205 and requested information before a decision could be made.

On March 30, Mr. C. T. Christianson of your office accompanied Ron Failmezger and Elmer Scofield of the Highway Division to the interchange for a review of the traffic problems.

After Ron pointed out the problems and the revisions were explained in full, Mr. Christianson agreed the revisions were in the best interest of the public and the project would be approved.

Attached is a drawing that shows the proposed sign revisions in the area. May we have your early approval so the project can be contracted in the near future.

Att.

ELS:rw ia

bc/att: E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. E. George
W. J. Hart
R. W. Ellison
L. W. Rulien
J. H. Versteeg
C. T. Keasey
Ron Failmezger
Maurice Payne

EXIT 13

213 224

Portland

Milwaukie

Existing Sign

Existing Sign Panel

213 224

82nd Ave.

Milwaukie

Add new sign panel. 2'-0"

EXIT ONLY

Revised Sign
Move to location "A"

* Cantilever
(New advance

213
82nd A
RIGHT

Remove Exi
Sign
(By State F

Move Exit No.
Panel to location "B"

B

205

C

Install Sign Bridge
(Currently stored near Salem)
(Moved by Contractor)

Move Existing S
to location "C
(By Contracto

205

213 224

* Cantilever to be moved to I-5
(New advance sign for N. Tigard Int SBd.)
(By Contractor)

Milwaukie Exit	1/4
Sunnyside Rd.	1 1/2
Foster Rd	5

Existing Sign to remain in place

(213) NORTH
82nd Ave.
RIGHT LANE

Remove Existing Sign
(By State Forces)

Portland
Milwaukie
(213) (224)

Remove Existing Sign

xit No.
location "B"

(B)

(A)

Move Butterfly Sign Structure
to Farewell Bend Port of Entry
(By State Forces)

Move Existing Sign
to location "C"
(By Contractor)

(213) (224)
82nd Ave.

EXIT 13

213 224

Portland
Milwaukie

Existing Sign

EXIT 13

213 224

82nd Ave.
Milwaukie
1/2 MILE

Revised Sign
(By State Forces)

Sunnyside Rd.
Foster Rd.

Remove Existing Sign

205

213 224
Portland
Milwaukie

Existing Sign

Existing Sign Panel

213 224
82nd Ave.
Milwaukie

Add new sign panel. 2'-0"

EXIT ONLY

Revised Sign
Move to location "A"

213
82nd
RIGHT

Remove Ex
Sign
(By State

Move Exit No.
Panel to location "B"

B

205

C

Install Sign Bridge
(Currently stored near Salem)
(Moved by Contractor)

Move Existing Si
to location "C
(By Contracto

205
East
Portland

Install new sign
(Present legend)

205
Seattle
The Dalles
(Future legend)

213 224
82nd Ave.
Milwaukie
EXIT ONLY

Install new sign

213 NORTH
82nd Ave.
RIGHT LANE

Remove Existing Sign
(By State Forces)

Portland
Milwaukie
213 224

Remove Existing Sign

Milwaukie Exit	¼
Sunnyside Rd.	1½
Foster Rd	5

Existing Sign to remain in place

it No.
location "B"

B

A

Move Existing Sign
to location "C"
(By Contractor)

Move Butterfly Sign Structure
to Farewell Bend Port of Entry
(By State Forces)

213 224
82nd Ave.
Milwaukie
EXIT ONLY

stall new sign

8554 I-5

FORM 6-30 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Aloha, Oregon
April 1, 1977

SUBJECT: N. Tigard Intchg. Section & Lake Road Intchg. Section

To: Marion Craft
Region Const. Engr.

FROM: P. F. Burnett
Resident Engineer

Have reviewed proposed plans for subject contract and recommend the following:

Shoulder barrier should be installed from about 100' N of Barbur Blvd. Structure (this would start near luminaire pole) Sta. 406 to S side of adjacent structure Sta. 411. Existing curb through this area should be removed. The existing guard rail-Type 2- is too low on leading end. If, as noted on plans, there is a major improvement planned at N. Tigard Intchg. would suggest that temporary precast median barrier (not grouted) be installed along this shoulder. This could be salvaged later. or raise existing metal barrier.

For one lane closures for median barrier construction - there should be advance w arning some distance away since traffic flow will be reduced from three moving lanes to one during construction in a relatively short distance. In setting concrete barriers both inside lanes will be used, leaving through traffic just one lane in either direction.

Construction of median barrier should be limited to daylight hours, and at off peak traffic load - say 9AM to 3 PM.

cc: Versteeg - for your info.

1 Versteeg
Olson
2 Christensen Dca
Scott
3 Swenson ACB
Savage
Trost

RECEIVED
APR 05 1977
ROAD DESIGN SECTION

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Cole Sample
1 Eriksen TE Watson
Hager Wolfe
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BY FINAL DESIGN ENGINEER

Form FHWA 121 (Rev. 5-73)

8554

UNITED STATES GOVERNMENT

Memorandum

GENERAL FILES

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 21, 1977

In reply refer to: 1041A.6

SUBJECT: Oregon I-205-7(22)301
Lake Road Interchange
Pacific Highway
Multnomah County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

The proposed sign bridge installation, outlined in Mr. Christensen's March 15, 1977, letter, has been discussed. In order to make a judgement regarding your requested approval, it will be necessary to have an updated layout and a more detailed explanation of the problem. The interchange layout sheet in our files does not indicate a mainline lane drop. It would also be helpful to see a layout of the existing sign installation.

Sign bridge structures should generally be used at locations where no other choice exists. Sign mounting on crossroad structures is preferable if at all possible. Perhaps a reorganization of existing signs would avoid use of a sign bridge.

G. K Hansen
for G. L. Green

cy Region I
V Easterly

RECEIVED
STATE HWY ENGR
MAR 22 '77
REFER TO
Bridge
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8554

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 27, 1977

FROM: Duane O. Christensen
Final Design Engineer

TO: L. W. Fulien
Program Management Engineer

SUBJECT: Signing
North Tigard Interchange
Pacific Highway
Multnomah County

NOTED
E. S. HUNTER

A signing contract is being prepared for the above section, which will include the following:

1. A new sign bridge at the Lake Road Interchange on the East Portland Freeway and associated signs.

2. The removal of a cantilever sign structure from the Lake Road Interchange and reinstallation of it at the North Tigard Interchange on the Pacific Highway along with appropriate signs.

Attached is a xerox copy of L. E. George's letter of 11-2-76 concerning the proposed project and a copy of F.H.W.A.'s letter of approval dated September 3, 1976.

Please schedule this project for a May letting.

DOC:az
cc: E. S. Hunter
L. E. George
C. T. Keasey
W. J. Hart, Regional Engineer
W. G. Beard
A. Brummitt

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO
FOR
Info. Inves. R/D D/R Sign Sgt. File

Ira 7-5-12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

October 22, 1976

FILE:

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: PROPOSED SIGN ADDITIONS
I-205 at Lake Road Interchange
I-5 at Tigard Exit

TO: JOHN BOND
Construction Administration Engineer

NOTED
E. S. HUNTER

I have your October 14 letter regarding our proposal for signing additions on I-205 at Lake Road and I-5 at the southbound Tigard exit.

I find I must agree with you that we do not have compelling reasons to rush ahead with the work on either an Extra Work Order or State Force Order basis. Contracting the work, although time consuming, would be the cleanest way to get it done. That being the case, I am requesting that you do whatever needs to be done in order to get the project added to our construction program as a separate contract. The design work is essentially complete on it and the Traffic and Bridge Sections have that information.

ELH/cr
cc E. S. Hunter
J. H. Versteeg
L. E. George w/attachment
Arvey Nelson "

RECEIVED
STATE HWY ENGR
OCT 25 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Alt | File

8554

CON 21-2
I-5, E.
+ Haines
& P.

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • • PORTLAND, OREGON • • 97213

ROBERT W. STRAUB
GOVERNOR

Telephone 238-8226

December 17, 1976

LAWRENCE RICE, Executive Director
Columbia Region Association of Governments
527 Southwest Hall
Portland, OR 97201

NOTE:
E. S. HUNTER

Currently, our staff is developing an interim safety improvement project on I-5 in the vicinity of the North Tigard Interchange. The purpose of the project is to reduce the hazards of roadside obstacles, along the short section of curved alignment, under the Barbur Boulevard structure. This will be accomplished by installing concrete median and shoulder barriers, which will provide interim protection, prior to reconstruction of this section of I-5 which is scheduled for FY 81.

We request that the safety project on the interstate system be processed through the TIP Sub-committee for incorporation into CRAG's FY 77 Annual Element. We are attempting to have this project under construction as soon as possible during this fiscal year.

For additional information, I have prepared a "Project Information Form", attached to assist your staff. Your assistance in this project is appreciated.

JAMES D. McCLURE
Project Development Engineer

ldo

Attachment

cc: H. S. Coulter
R. N. Bothman
L. W. Rulien
W. J. Hart
J. H. Versteeg
D. E. Swan
J. R. Rose

RECEIVED
STATE HWY ENGR
DEC 20 '76
REFER TO
Hunter
FOR
Info | Approves | R/D | D/R | Sign | Act | File

PROJECT RESPONSIBILITY (AGENCY) Oregon State Highway Division
PROJECT LIMITS MP 293.55 to MP 294.21
PROJECT LENGTH 0.66
PROJECT DESCRIPTION Safety, Concrete Median & Shoulder Barrier Installation, Breakaway Light Standards

PROJECT NAME: N. Tigard Interchange Concrete Median Barrier
I.D. #
APPLICANT OSHD
AGENCY OSHD

PROJECT INFORMATION FORM
TIP - FY77 ANNUAL ELEMENT
PORTLAND-VANCOUVER
METROPOLITAN AREA

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN:
LONG RANGE ELEMENT ____ TSM ELEMENT ____

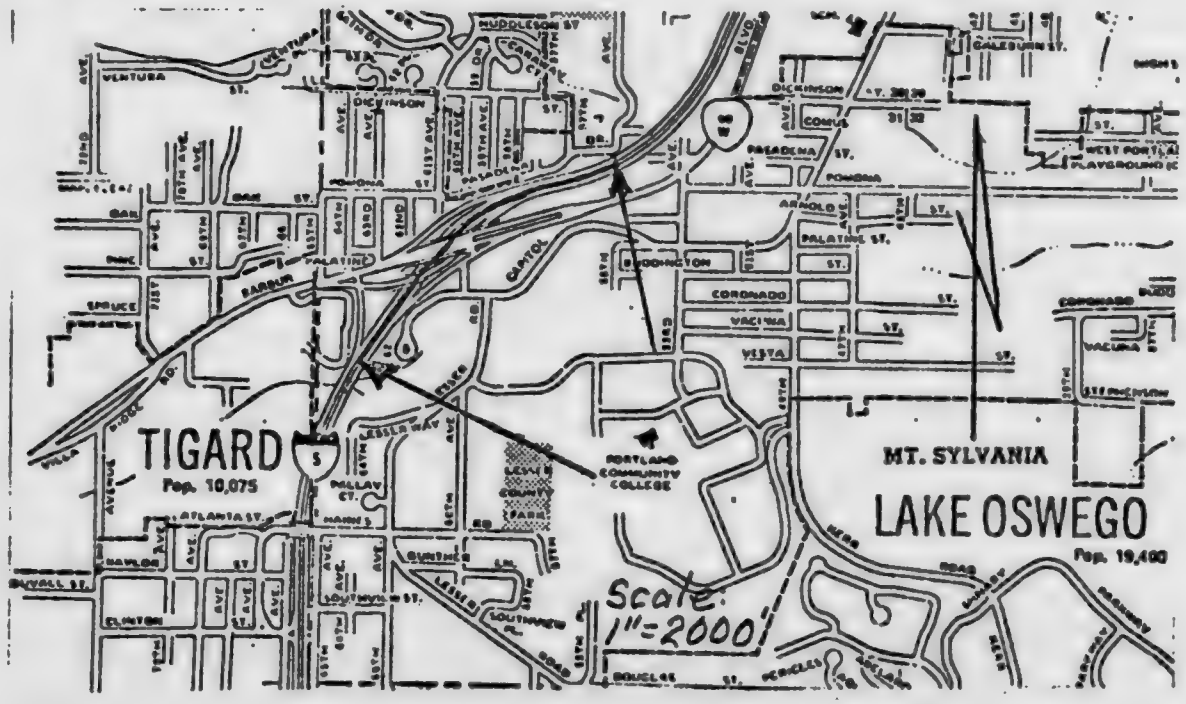
FUNDING PLAN BY FISCAL YEAR ($000)

	FY 77	FY 78	FY 79	FY 80	FY 81	TOTAL
TOTAL	$ 144					
FEDERAL	$ 133					
STATE	$ 11					
LOCAL	$					
	$					
	$					

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIMINARY ENGRG	$ 8,000
CONSTRUCTION	136,000
RIGHT OF WAY	
TRAFFIC CONTROL	
ILLUMIN., SIGNS, LANDSCAPING, ETC	
STRUCTURES	
RAILROAD CROSSINGS	
TOTAL	$144,000

LOCATION MAP:



SOURCE OF FUNDS (%)

FEDERAL	
FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL	
UMTA OPRTG	
INTERSTATE	92
FED AID PRIMARY	
INTERSTATE SUBSTITUTION	
NON-FEDERAL	
STATE	8
LOCAL	

8554 I-5

Salem, Oregon
October 19, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

E. L. Hardt
Region 1 Engineer

N. Tigard Interchange
Pacific Highway
Multnomah County

Attached are copies of two letters covering medain barrier at the subject interchange. Mr. Hunter's note says go ahead and the Fed letter approves our interchange design.

Please provide the necessary data to proceed to contract on the median barrier as proposed in your August 24th letter to Mr. Hunter.

DNS:az
cc: E. S. Hunter

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

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OCT 20 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 7, 1976

In reply refer to: 1041A

SUBJECT: Oregon Project I-5-5(-)293
North Tigard Interchange Design

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Versteeg's June 15, 1976 letter submitted your proposal to reconstruct I-5 to six lanes through the N. Tigard Interchange on the existing alignment and preserving the existing structures. Such a design would result in lateral clearances below minimum Interstate standards of approximately 4 feet on the right and one-half foot on the left through the existing structures. Horizontal alignment and other design features would meet or exceed design standards.

Your proposed exception to minimum Interstate standard lateral clearances is approved. There is a lack of definitive adverse operational experience on the existing alignment to support the more costly and disruptive design.

The preliminary layout sheet dated June 1976 has our tentative approval for use in further project development.

for G. L. Green

REFERRED TO
Beard — Reed
Cole — ✓ Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 12 1976
ROAD DESIGN SECTION

NOTED
L. G. HUNTER

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OCT 8 '76
REFER TO
FOR ✓
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FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 30, 1976

FROM: D. H. Versteeg
Road Design Engineer

SUBJECT: Concrete Median Barrier
N. Tigard Interchange
Pacific Highway
Multnomah County

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

NOTED
E. S. HUNTER

Ed Hardt's letter of August 24 proposed the installation of concrete median barrier through the N. Tigard Interchange. Our plan for this interchange retains the existing highway alignment so any barrier installed would be on a permanent basis. We heartily agree with Mr. Hardt that the concrete barrier should be installed as soon as possible.

It is interesting to note how the accident picture has changed at this interchange since the 55 mph speed limit came into effect. We checked the accidents for a 34 month period prior to the 55 speed and 31 months since. There were 83 accidents before and 23 after. Sixteen median and 5 guardrail hits before and 5 median and 2 guardrail hits after. This is a dramatic drop in accidents which we feel can only be attributed to the reduced speed. This strengthens our case for retaining the highway alignment through the interchange as we now propose.

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 15 1976
ROAD DESIGN SECTION

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Do not File
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STATE HWY ENGR
OCT 4 '76
REFER TO
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DNS:az
cc: Ed Hardt

noted
E.S.H.

10-15-76

Val

If we are sure Feds approve retaining existing alignment and barrier installation for I-money, go ahead.

Ed.

D.C. 8554

1-B

Salem, Oregon
September 30, 1976

J. H. Versteeg
Road Design Engineer

Mr. E. S. Hunter
Deputy State Highway Engineer

Concrete Median Barrier
N. Tigard Interchange
Pacific Highway
Multnomah County

Ed Hardt's letter of August 24 proposed the installation of concrete median barrier through the N. Tigard Interchange. Our plan for this interchange retains the existing highway alignment so any barrier installed would be on a permanent basis. We heartily agree with Mr. Hardt that the concrete barrier should be installed as soon as possible.

It is interesting to note how the accident picture has changed at this interchange since the 55 mph speed limit came into effect. We checked the accidents for a 34 month period prior to the 55 speed and 31 months since. There were 83 accidents before and 23 after. Sixteen median and 5 guardrail hits before and 5 median and 2 guardrail hits after. This is a dramatic drop in accidents which we feel can only be attributed to the reduced speed. This strengthens our case for retaining the highway alignment through the interchange as we now propose.

5-24-79
For next 32 mos (thru 1978)
No. of accidents is 36
8 mos of '76 = 9
'77 = 13
'78 = 14
36

DNS:az
cc: Ed Hardt

Versteeg
Olson
[illegible]
Scott
Swenson
Savage
Trout

RECEIVED
OCT 0 11976
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
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Bring Up ___/___/___
Other

REFERRED TO

Beard — Reed
Cole — ✓ Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9/14/76

NOTED
R.D. TRYGSTAD

Roger

Need accident (list) on I-5 between MP 293.58 and 294.24 for (3 + years.)?

+ Can you note the median accidents?

Show the date the 55 mph went into effect

Listing by M.P & direction.

106 - Acc

Attn: Lemmeyer

9/27/76

Target: 9/22/76? Summary:

Card — 34½ months, Before 1/1/71 to 11-18/73 — 16
31½ months, After 11/18/73 to 6/30/76 — 5
N. Magnum - N. Island Center - Fall of '75

Media Accidents

9/27/76

Nov 18 1973 is the date the 55 Started. Please make a before & after listing. 1-1-73 to 11-18-73 before & 11-18-73 to date after.

NOTED
C.I. VISTICA

From Roser T.

Don STOudenmeyer

Just submitted request for 3+ years of a collision diagram or Listing (not sure which)

A, Wants it Broken into 2 parts
Before and After speed chang

B, Also Please expand program to 5 years +

9-14-76

Form 81-734-3040X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 9 SHEETS

55 MPH - 11-18-73 Pacific Hwy - I5

MP 293.58 - MP 294.24

Before — 1-1-71 — 11-18-73

	Year	MP	Date	Acc Type	F O	Weather surface	Dir Travel	Fatal	N-Fatal	PDO	K	I
	1971	293.72	9-71 11 AM	FO	Med Barr.	clr Dry Day	N-S			1		
	=	293.73	9-71 8 AM	FO	Med Barr.	clr Dry Day	S-N		1			1
		293.83	5-71 6 PM	SSO		clr Dry Day	N-S N-S			1		
		293.87	7-24 7 PM	FO	Med. Barr.	clr Dry Day	N-S			1		
		293.90	5-23 8 PM	FO	Med. Barr.	clr Dry Day	N-S S-N		1			3
		293.91	2-23 11 PM	SSO		clr Icy Dark	N-S N-S			1		
		293.91	10-19 6 PM	NC		cldy Wet Dark	N-S			1		
		293.94	6-26 1 PM	NC		clr Dry Day						
		293.86	12-20 3 PM	SSO		Rain Wet Day	S-N S-N			1		
		293.96	6-3 5 PM	SSO		clr Dry Day	S-N S-N S-N S-N			1		
		293.98	11-13 2 PM	NC		Rain Wet Day	S-N		1			1
		293.98	9-28 9 AM	FO	Med. Barr.	Rain Wet Day	S-N		1			1
		293.99	2-13 3 PM	FO	G.R.	clr Dry Day	N-S			1		
		294.00	2-26 9 AM	FO	sign	clr Icy Day	N-S			1		
		294.00	9-6 10 AM	FO	Marker	Wet Day	N-S			1		
	Fatal	294.01	5-15 5:30 PM	FO	Med. Barr.	cldy Wet Day	S-N N-S N-S	1			1	7
			Nbd car struck median - over median into sbd Lanes - struck by sbd car and 2nd sbd car.									
		294.05	12-13 9 PM	SSO		Rain Wet Day	N-S N-S			1		
		294.05	2-27 11 PM	SSO		cldy Icy Dark	S-N S-N			1		
		294.05	2-25 11 AM	SSO		Rain Wet Day	S-N S-N			1		
		294.05	9-1 6 PM	RE		Rain Wet Day	N-S N-S			1		
		294.05	5-10 9 AM	SSO		clr Dry Day	S-N S-N			1		
		294.06	5-7 7 AM	RE		clr Dry Day	S-N S-N		1			1
		299.07	2-19 8 AM	SSO		clr Dry Day	S-N S-N			1		

Form 81-734-3048X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 2 OF 4 SHEETS

I 5

MP. 293.58 - MP. 299.29

Before - 1-1-71 - 11-18-73

	Year	MP	Date	Acc. Type	FO	Weather Surface	Dir. Travel	Fatal	N-Fatal	PDO	K	I
	1971	294.07	2-28 2 AM	SSO		clr Icy Dark	N-S N-S			1		
		294.16	4-20 8 AM	RE		clr Dry Day	S-N S-N			1		
		294.18	5-18 9 AM	SSO		clr Dry Day	S-N S-N			1		
		294.20	2-26 9 AM	SSO		Snow Snowy Day	N-S N-S			1		
		27	Total									
	1972	293.65	5-5 8 AM	RE		clr Dry Day	S-N S-N S-N S-N			1		
		293.75	6-13 2 PM	RE		clr Dry Day	N-S N-S N-S		1			2
		293.78	9-22 12 Mid	FO	Pole	clr Wet Dark	N-S			1		
		293.78	12-5 6 PM	SSO		Snow Icy Dark	N-S N-S			1		
		293.80	11-9 9 AM	FO	Med Barr.	clr Wet Day	S-N		1			1
		293.82	1-31 10 AM	SSO		clr Icy Day	S-N S-N			1		
		293.82	4-8 10 AM	RE		clr Dry Day	S-N S-N S-N			1		
		293.82	4-8 10 AM	FO	obdect	clr Dry Day	S-N			1		
		293.87	11-15 12 Noon	FO	Med Barr.	clr Dry Day	N-S					
		293.89	9-19 6 PM	NC		Rain Wet Day	S-N			1		
		293.91	3-2 2 AM	FO	G.R.	Rain Wet Dark	N-S		1			1
		293.92	7-8 7 AM	NC		cldy Wet Day	S-N			1		
		293.93	9-18 6 PM	RE		Rain Wet Day	S-N S-N			1		
		293.94	10-26 2 PM	FO	curb	Rain Wet Day	S-N		1			1
		293.95	11-25 11 AM	NC		Rain Wet Day	S-N		1			1
		293.96	2-19 12 Noon	RE		cldy Dry Day	N-S N-S		1			4
		293.96	9-20 1 AM	FO	curb	Rain Wet Dark	S-N		1			2
		293.98	5-21 3 AM	FO	Lt. Pole	Rain Wet Dark	S-N			1		
		293.98	7-8 9 PM	FO	Med. Barr	Rain Wet Dusk	S-N		1			1
		293.99	10-11 6 AM	FO	G.R.	clr Dry Dark	N-S N-S			1		

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 3 OF 4 SHEETS

I 5

MP. 293.58 - MP. 299.27

Before - 1-1-71 — 11-18-73

	Year	MP	Date	Acc Type	FO	Weather Surface	Dir. Travel	Fatal	N-fatal	PDO	K	I
	1972	293.99	11-4 12 Noon	RE		Rain Wet Day	N-S N-S		1			5
	=	293.99	11-4 11 AM	FO	Med. Barr.	Rain Wet Day	S-N			1		
		293.99	11-9 9 AM	FO	Med Barr	Rain Wet Day	N-S		1			1
		294.00	3-5 10 PM	FO	curb	Rain Wet Dark	N-S		1			1
		294.00	2-26 5 PM	NC		Cldy Wet Day	S-N		1			1
		294.00	4-12 8 AM	RE		Rain Wet Day	S-N S-N		1			1
		294.00	8-16 12 Mid	NC		Rain Wet Dark	S-N		1			4
		294.00	9-19 2 PM	FO	Lt Pole	Rain Wet Day	S-N			1		
		294.00	9-23 1 AM	RE		Rain Wet Dark	N-S N-S			1		
		294.01	11-2 12 Noon	NC		Rain Wet Day	N-S			1		
		294.04	1-10 3 PM	Turn		Cldy Wet Day	W-N S-N			1		1
		294.04	10-4 2 PM	SSO		Clr Dry Day	N-S N-S			1		
		294.06	9-6 8 AM	RE		Clr Dry Day	S-N S-N			1		
		294.06	12-8 12 Noon	SSO		Clr Icy Day	N-S N-S			1		3
		294.06	9-20 5 PM	RE		Rain Wet Day	N-S N-S N-S		1			3
		294.08	5-6 1 AM	FO	G.R.	Clr Dry Dark	N-S		1			1
		294.10	6-13 2 PM	SSO		Clr Dry Day	N-S N-S			1		
		294.16	11-9 12 Noon	RE		Rain Wet Day	N-S N-S		1			1
		294.19	7-22 5 PM	SSO		Clr Dry Day	S-N S-N			1		
		294.20	2-5 1 PM	FO	G.R.	Cldy Icy Day	N-S N-S			1		
		40	Total									

Form 31-734-3040X

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 4 OF 4 SHEETS

55-MPH -11-18-73

Pacific Hwy - I 5

MP. 293.58 - MP. 294.24

Before - 1-1-71 - 11-18-73

	Year	MP	Date	Acc Type	F O	Weather Surface	Dir. Travel	Fatal	N-Fatal	PDO	K	I
	1973	293.85	10-22 3 PM	RE		Rain Wet Day	S-N S-N			1		
	=	293.90	10-20 2 PM	FO	Med. Barr.	= Day	S-N			1		
		293.90	10-20 3 PM	RE		Rain Wet Day	S-N S-N S-N		1			2
		293.93	9-24 9 AM	RE		Rain Wet Day	S-N S-N S-N			1		
		293.98	1-27 8 PM	FO	Lt. Pole	Clr Dry Dark	N-S		1			1
		294.00	4-1 9 PM	FO	Med. Barr.	Clr Dry Dark	N-S N-S		1			3
		294.00	5-25 2 PM	SSO		Rain Wet Day	S-N S-N			1		
		294.02	3-1 12 Noon	SSO		Rain Wet Day	S-N S-N			1		
		294.09	10-21 10 AM	FO	Med. Barr	Rain Wet Day	S-N		1			1
		294.05	4-18 12 Noon	SSO		Rain Wet Day	S-N S-N		1			1
		294.05	8-13 8 AM	RE		Cldy Dry Day	S-N S-N			1		
		294.05	9-25 8 AM	SSO		Clr Dry Day	S-N S-N			1		
		294.05	10-28 11 AM	FO	Med Barr.	Cldy Wet Day	S-N		1			2
		294.06	8-29 6 PM	RE		Clr Dry Day	N-S N-S			1		
		294.14	9-19 6 PM	FO	Med Barr	Cldy Dry Day	N-S			1		
		294.20	6-2 5 PM	RE		Clr Dry Day	N-S N-S N-S N-S			1		
		16	Total							-		

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 2 SHEETS

55-MPH - 11-18-73 Pacific Hwy - I 5

MP. 293.58 - MP 294.24

After - 11-18-73 - 5-30-76

	Year	MP	Date	Acc Type	FO	Weather Surface	Dir Travel	Fatal	N-Fatal	PDO	K	I
	1973	——										
	1974	293.65	4-25 8AM	RE		Rain Wet Day	S-N S-N			1		
		293.90	11-18 6 PM	SSO		Rain Wet Dark	S-N S-N			1		
		293.95	7-26 7PM	SSO		Clr Dry Day	S-N S-N			1		
		293.99	7-8 4PM	FO	Med. Barr.	Clr Wet Day	N-S N-S			1		
		294.00	7-2 2 PM	SSO		Clr Dry Day	S-N S-N		1			2
		294.02	10-16 7 AM	RE		Clr Dry Dawn	S-N S-N S-N S-N			1		
		294.02	11-13 5 PM	SSO		Clr Dry Dark	N-S N-S		1			2
	Fatal	294.06	5-31 3 PM	FO	G.R.	Clr Dry Day	N-S	1			1	1
			Sbd-	Truck	& Horse	Trailer -		Struck	G.R.	-Burned		
		294.06	7-29 7PM	FO	Med. Barr.	Clr Dry Day	S-N			1		
		294.06	10-19 7AM	RE		Clr Dry Day	S-N S-N			1		
		294.08	11-21 2 PM	FO	med. Barr.	Rain Wet Day	S-N			1		
		294.10	2-9 8 AM	RE		Clr Dry Dark	S-N S-N		1			1
		12	Total									
	1975	293.65	2-14 2AM	FO	Lt. Pole	Clr Icy Dark	S-N			1		
		293.80	3-12 8 AM	RE		Cldy Wet Day	S-N S-N S-N		1			3
		293.97	10-28 1 AM	Angle		Rain Wet Dark	N-S E-W		1			2
		293.98	11-21 4 PM	RE		Clr Dry Day	N-S N-S			1		
		294.02	2-10 1 PM	NC		Cldy Wet Day	N-S			1		
		294.05	2-6 7 AM	FO	Med. Barr	Clr Icy Dark	S-N			1		
		294.05	2-6 7 AM	RE		Clr Icy Dark	S-N S-N			1		

Form 81-734-3048X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 2 OF 2 SHEETS

55-MPH-11-18-73 Pacific Hwy-I5

MP 293.58 - MP 294.24

After- 11-18-73 - 6-30-76

	Year	MP	Date	Acc Type	FO	Weather Surface	Dir Travel	Fatal	N-Fatal	PDO	K	I
	1975	294.05	6-19 8 AM	FO	Med. Barr.	Clr Dry Day	S-N			1		
	=	8	Total									
	1976	293.89	1-21 6 AM	FO	G.R.	Clr Dry Dark	N-S		1			1
	=	293.85	3-13 12 Mid.	SSO		Rain Wet Dark	N-S N-S			1		
		294.12	4-17 4 PM	RE		Clr Wet Day	N-S N-S		1			4
		3	Total									

OF PROJECT I-303(17)

O OF CONTRACT PROJECT

STA 418+00

T.1 S. R.1 E. W.M.
T.1 S. R.1 W. W.M.

MULTNOMAH COUNTY
WASHINGTON COUNTY

NORTH BOUND

SOUTH BOUND

8" W.D.P.

18" Conc. Pipe

4" Water Main

1 1/2" Galv. Rigid Electrical Conduit

J 7+49.41 PCS

J LINE

Ditch

Metal Guard Rail

Type 'C' Curb

J Line 240'Sp S 7°12' D 2.5

J 9+69 Sp. C.B.

8" Mal. Dr. P-80'
Dr. Exc. 17 C.Y.

J 9+89.41 PT

8" Conc. Perf. Dr. (in pl.)

E LINE

6" Perf. P.-40'

4" Perf. Pipe

418+27 90.00 T. BK. =
22+65.28 R.S. Ahd. =

L.s. 250'-30 S 1°32'-30" D 0.6

30" Conc. Pipe (in pl.)

Dr. Exc. 5 C.Y.

25+15.28 P.S.C.

Conc. Island

N.P. 293.58

135'

100'

J 11+29.83 P.O.T. =
L 27+00.00 P.O.C. =

R/W Line 3

R/W Line 2

75'

105'

55

E 28+45.46 R.O.T. =
L 28+28.02 P.O.C. =

1°30' CL
Δ = 11°03'10"

150'

30

Match Line 2 See Sheet 4 MULT. CO.
WASH. CO.

A 418+38.49 P.C.S.

"Cor." 18°C. 25' Δ 45°25' L 252.32 R.W.3

Restaurant

12" Conc. S.P.

"Cor" A 420+30.38

A 240'Sp S 7°12' D 2.5

R-4T. 411+42.30 TS 79.34

C.B.

"A" 420+79.18 P.T.

T-6°C. Δ = 16°18'30" TS = 257.13'

8" Perf CMP (in pl.)

L^s 32+52.13 P.C.S.

M.P. 293.43

T^s 31°32'15"
T^s 1073.44
T^s 864.27

MULTNOMAH COUNTY
WASHINGTON COUNTY

R/W Line 2

R.1E. W.M.
R.1W. W.M.

MULT. CO.
WASH. CO.

North Line of See Sheet 4

Restaurant

Curve #20+30.38

Sta 4+20+73.18 P.T.

Sta 34+52.19 P.S.C.

Sta 32+52.13 P.C.S.

M.P. 293.43

M.P. 293.58

Sta 29+45.46 P.O.T.
L 29+28.02 P.O.C.

Sta 27+00.00 P.O.C.

Sta 25+15.29 P.S.C.

Sta 9+89.41 P.T.

Sta 31°32'15"
T 1073.44
R 864.27

Δ = 11°03'10"
1°30' CL

T = 257.13'
Δ = 16°18'30"
M 6°C

Δ 45°25'
L 252.32
10° C.L.

Δ 118°42'30"
T 379.54
R-67'

Δ 90°
T 28.28
R 20'

Δ 90°
T 28.28
R 20'

Δ 90°
T 28.28
R 20

(1) Remove Extg. Curb

(2) Const. Type "C" Curb

(3) Remove Extg. Inlets - 5 (Total)

(4) Adjust Manholes - 3 (Total)
(For Details, See Drg. No. 2050)

(5) Adjust Inlet - 1 (Total)
(For Details, See Sheet 2H)

(6) Const. Type "G-1" Inlets - 6 (Total)

(7) Inst. 8" Sewer Pipe - 24' (Total)
Tr. Exc. 5 C.Y.

(8) Extend 6" Dr. Pipe - 46' (Total)
Special Filter Matl. - 3C.Y.
Tr. Exc. 4 C.Y.

(9) Extend Extg. 12" Sew. Pipe - 8' (Total)
Tr. Exc. 2C.Y.

(10) Inst 6" Drain Pipe - 1890' (Total)
High Strength P.C. Conc. - 416 Sq. Yd.
Spec. Filter Matl. 284 C.Y.
Tr. Exc. 416 C.Y.

(11) Remove Extg P.C.C Pvmt - 107 Sq. Yd (Total)
Inst 6" Drain Pipe - 130' (Total)
Early Set P.C.C Pvmt - 118 Sq. Yd (Total)
Spec. Filter Matl - 20 C.Y.
Tr. Exc. 30 C.Y.
(For Details, See Sheet 2G)

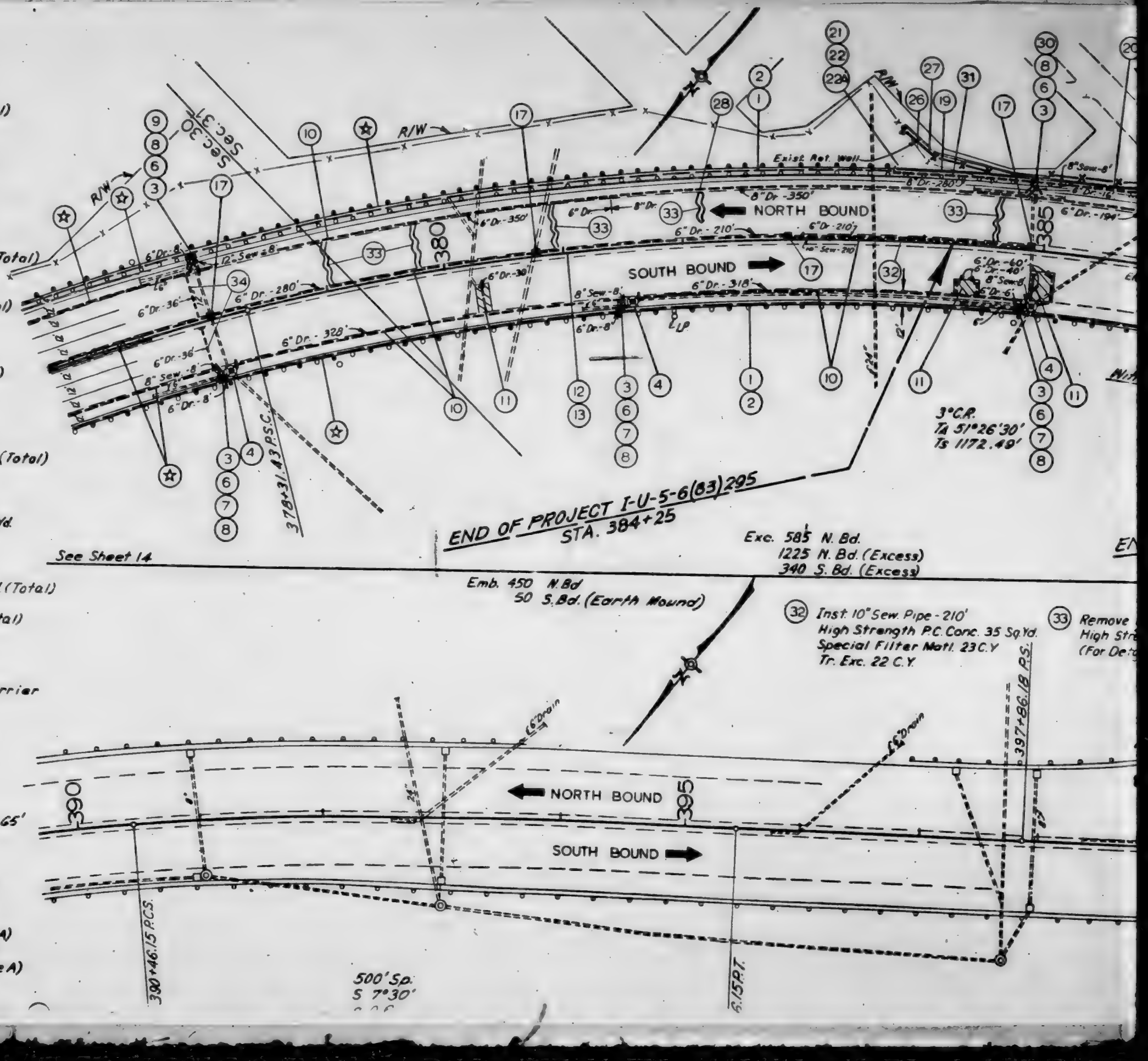
(12) Remove Extg. Metal Median Barrier
(See Note 16, Sheet 9)

(13) Const. Conc. Median Barrier
(See Note 18, Sheet 11)

(14) Const. Metal Median Barrier Conn. - 65'
(For Details, See Sheet 2C)

(15) Remove Extg. Guard Rail - 100'

(16) Const. Guard Rail - 100' (Type 2A)
(16A) Const. Anchor - 1 (Type 2)
(16B) Inst. End Piece - 1 (Type A)



FED. ROAD Str. No. 10

R/W

Sec. 30

Sec. 31

Exist. Ret. Wall

8"Dr.-280'

8"Sew.-8'

6"Dr.-16'

18"Sew.-30'

6"Dr.-194'

8"Dr.-350'

NORTH BOUND

6"Dr.-210'

12"Sew.-210'

380

385

SOUTH BOUND

6"Dr.-318'

6"Dr.-60'

6"Dr.-40'

8"Sew.-8'

6"Dr.-6'

End Extg. P.C.C. Pvmt.

6"Dr.-350'

6"Dr.-30'

8"Sew.-8'

6"Dr.-8'

6"Dr.-36'

6"Dr.-280'

6"Dr.-328'

6"Dr.-36'

8"Sew.-8'

6"Dr.-8'

With 8' Posts

3°C.R.
Δ 51°26'30"
Is 1172.49'

M.P. 294.24

Water

END OF PROJECT I-U-5-6(83)295
STA. 384+25

END OF CONTRACT PROJEC
STA. 390+00

See Sheet 14

Exc. 585 N. Bd.
1225 N. Bd. (Excess)
340 S. Bd. (Excess)

Emb. 450 N.Bd
50 S.Bd. (Earth Mound)

(32) Inst. 10" Sew. Pipe - 210'
High Strength P.C. Conc. 35 Sq.Yd.
Special Filter Matl. 23 C.Y.
Tr. Exc. 22 C.Y.

(33) Remove Extg. PCC Pvmt At Joint - 56 Sq Yd (T
High Strength P.C.C. Pvmt - 56 Sq Yd (Total)
(For Details, See Sheet 2F)

(34) Remov
Inst 6
High
Spec
Tr. Ex
(See T

6" Drain

6" Drain

397+86.18 P.S.

390

395

400

NORTH BOUND

SOUTH BOUND

380+46.15 P.C.S.

6.15 P.T.

500' Sp.
S 7°30'

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Region 1 - Milwaukie

August 24, 1976

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: CONCRETE MEDIAN BARRIER
N. TIGARD INTERCHANGE

TO: E. S. HUNTER
Deputy State Highway Engineer

You and I spoke recently about the advisability of replacing the existing metal median barrier in the N. Tigard Interchange area with concrete barrier. There are a number of reasons to make this change and we agreed that we would approach J. C. Compton Company, the contractor in this area, about adding this work to his contract. We have done so and he has declined to take on this work, citing the scheduling of other contracts as his reason.

This being the case, it is my recommendation that we set up a separate contract for this work. During my initial conversation with Wally Bryant about adding this work to the existing contract, Wally indicated that he would prefer to go with a separate contract due to the dollar amount involved ($100,000±).

You may recall that the southerly portion of the barrier between the N. Tigard Interchange and Haines Road is mounted on steel posts imbedded in a concrete median island. Our proposal is to run the concrete barrier only as far south as this median island. The barrier southerly of this point is tangent, is mounted the correct height above the pavement and is in good condition, so I see no need to remove it. I have attached a copy of Bud Heinz' letter to Compton, which gives an indication of the quantities of work involved in this undertaking.

Because of the benefits which would accrue to the motorist with the installation of this concrete barrier, I would hope that we could move ahead with this project as soon as possible. If you need any further information, please advise.

ELH/cr
Attachments
cc Bill Geibel w/attachments

RECEIVED
STATE HWY ENGR
AUG 25 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

J. C. COMPTON COMPANY

PHONE: 472-4155
AREA CODE 503

Highway Construction *General Contractors*

P. O. BOX 86

McMINNVILLE, OREGON 97128

OE RE RME DE FAE
TE RECEIVED RSM
UE AUG 18 1976
SO REGION 1 RM
GEN 103

Attn: E L Hurdle

August 16, 1976

Roy T. Heinz, Resident Engineer
Oregon State Highway Department
9000 SE Fuller Rd.
Portland, OR 97266

Re: W. Marquam-N. Tigard Int.
OSHD Contract #9236

Dear Sir:

In reference to your letter dated August 13, 1976, we are not interested in extending this contract because of the scheduling of the rest of our work to be performed on other projects.

Sincerely,

J. C. COMPTON CO.

By _____
Allan Hay

AH:cw

Note: Letter dated 8-13-76 Attached

RESIDENT ENGINEER
RECEIVED
AUG 17 1976
Noted ☐ ☐ ☐

Portland, Ore.
Aug. 13,1976

Subject: W. Marquam Int. - N. Tigard Int.
Pacific Hwy
Contract: 8236

J. C. COMPTON CO.
P.O. Box 86
McMinnville, OR 97128

Attention: Alan Hay

We would like to extend the new precast median barrier southerly from the present project limits to a point past the North Tigard Interchange structures where the concrete, median island begins. Also, we would like to add a section of shoulder barrier in this same general area. The approximate quantities would be 5,000 lin. ft. of standard precast barrier, two poured in place transitions and 800 lin. ft. of standard precast shoulder barrier. There would, however, be some installation modifications which I will detail for you if you decide to extend your contract to include this additional work.

Your immediate consideration and reply would be appreciated.

Very truly yours,

Roy T. Heinz

Roy T. Heinz,
Resident Engineer

CC: E L Hardy

0554

I-5

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 29, 1976

FILE: CON 5

FROM: EDWARD L. HARDT
Regional Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: PROPOSED SIGN ADDITIONS
I-205 at Lake Road Interchange
I-5 at Tigard Exit

It has been decided jointly by Bud George's office and this office that signing additions need to be made to I-205 at the Lake Road Interchange, and I-5 at the southbound Tigard exit. To accomplish these additions a sign bridge needs to be substituted for an existing cantilever structure on I-205, and the same cantilever structure added on I-5. Also, an existing butterfly sign structure on I-205 would be installed at Farewell Bend in Region 5.

I have attached a copy of a September 14 letter from Bud George which further describes this work. The changes have been agreed to and we have tentative FHWA approval for them. The question before us now is how to get the changes accomplished.

First, a little background ---

1. The cantilever sign structure presently located on I-205 was installed as part of the Causey to Gladstone Section, contract 7660. That project has long since been finaled out, but the job still remains open.

2. We have an existing contract in the Lake Road Interchange area on I-205 for illumination work. This is called the Foster Road to Oregon City Section, contract 8356.

3. We have an active project on I-5 in the Tigard exit area, the W. Marquam to N. Tigard project, contract 8236.

4. The sign bridge work on I-205 is estimated to cost $35,000 and the cantilever structure work on I-5 is estimated at around $10,000.

We can suggest several methods of getting the work done, but each has some degree of problem. They are ---

1. The work on I-205 could be added to contract 8356. The disadvantage with this is that it grossly overruns the contingency money in that project, which would require an additional authorization from the Commission. It also does not get the I-5 work done, which under this scheme would be done by state forces.

2. As a variation of No. 1, the work could be done by contractor on contract 8356, then the cost of the work transferred to contract 7660, the project which originally did the sign installation. There should be ample money in that project to cover this cost. The work on I-5, again, would be done by state forces using outside help for some of the specialty work. The problem here -- is it legal?

3. A separate contract could be set up to do all the work. The disadvantages here are the additional work involved in setting up a new contract and the additional time that this would involve before the work was done.

4. Possibly the I-205 work could be added to the next new I-205 contract, the Powell to Foster Section. The disadvantage here is that the project would have to be extended to the south to include the Lake Road Interchange area and this approach doesn't get the I-5 work done, which again would have to be done with state forces.

Our recommendation would be to have the work done under scheme No. 2, if it is possible to transfer costs as suggested. This would seem to involve the least amount of total paperwork and get the work done as quickly as possible. Please advise your thoughts.

ELH/cr
Attachment
cc Hal Versteeg
L. E. George
Arvey Nelson

REFERRED TO
2 Beard WKB Reed
Cole 1 Sample
Eriksen Watson
Hager Wolfe
Return Discuss DS File Copy D
STRUCTURAL DESIGN ENGINEER

1 Versteeg
2 Olson
3
Scott
Swenson
Savage
Trout

RECEIVED
OCT 0 1 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Initials
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Other

8556 Hot Lake Overcrossing-Union 1977
Section of La Grande-Baker Hwy.
(Paving)

#8556

* U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

cc: State (H. S. Coulter) 12-10-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Union	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12-10-79	David B. Carter, Area Engineer	F-84(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
7-20-78	11-20-78	$\frac{150}{75} = 200$ %	75 calendar workdays

APPROVED EXTENSIONS	LOCATION
None	Hot Lake O'Xing-Union Section of the LaGrande- Baker Highway, Union County, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HOT LAKE-UNION SECTION
LaGRANDE-BAKER HIGHWAY
Paving

This project provided for the overlay of approximately 5.39 miles of the above highway. Also included was miscellaneous safety improvement work.

The contract provided 75 calendar workdays. The contractor used 150 calendar workdays to complete the work. The contractor was assessed liquidated damages in the amount of $7,500.

The final cost of the original contract items was $404,458.97. The contract bid amount was $453,591.00. The final cost of the project including all changes and engineering was $507,483.07. The project authorization was $522,487.04.

A final inspection of the project was made on July 18, 1979.

The project signing and striping is complete.

All participating work is complete.

RECEIVED
STATE HWY ENGR
DEC 17 '79
12-17
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by D. B. Carter Area Engr. — David B. Carter		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer — G. K. Hossner	
TITLE: Area Engineer	DATE	TITLE: Field Operations Engineer	DATE

8556

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8556

Salem, Oregon

March 23, 1979

FROM: M. D. Glenn
Quality Control Engineer

TO: Memo to File

SUBJECT: Hot Lake O'xing-Union Section
FAP No. F-84(1)
Contract No. 8556
Recomputed Price Adjustment for
Non-Spec. Class "C" and "E"
A.C. Mixtures

The price adjustment for non-spec. Class "C" and Class "E" A.C. mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA.

Bid Item #	Amount P.A. #9	Recomputed Amount
14 - Class "E" A.C.	$798.88	$798.88
15 - Class "C" A.C. Level and Base	831.52	1,330.07
P.A. #8 - Class "C" Top	395.27	462.86
Total	$2,025.67	$2,591.81

The difference in amounts is $566.14. The amount to be credited to the project on a nonparticipating basis is $283.08.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Robert Hector
Joe Schlieski
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test Files

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STATE HWY ENGR
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

#8556

November 24, 1978

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On November 22, 1978, we wrote to you concerning release of final payment on Contract No. 8556 awarded to Roy L. Houck Construction Co. for paving on the Hot Lake Overcrossing-Union Section of the La Grande-Baker Highway in Union County.

Final payment on this contract is $20,853.66 and the total contract amount is $456,602.49 including $1,041.64 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Roy L. Houck Construction Co.
2705 Lancaster Drive N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

8556

66

Salem, Oregon
October 4, 1978

Fred Eriksen
Design Engineer Supervisor

Joseph A. Schlieski
Resident Engineer

Hot Lake O'xing-Union
LaGrande-Baker Highway
Union County

Vorsteeg ✓
Christensen DOZ
George
Olson
Terpin
Sullivan
Scott
Anderson
Trout

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OCT 05 1978
ENGINEERING SECTION

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Your "As Constructed" Narrative Report was read with interest by Dick Leu, project Designer, and myself. We believe a reply is required to uplift your morale.

On seeing the contractor's name we realize that anyone having the job would be in trouble. The "E" mix has had its own set of problems and we understand several changes have been made in aggregate gradation mix designs, etc., that we hope will make it easier to work with. These changes, of course, were too late to help you.

There have always been problems with long hauls and using dump trucks with trailers. The materials have to be heated to the maximum to assure the minimum temperature at laydown, etc.

The leveling allowance for most overlays is 1-inch and in a few cases like this one, it may not be enough to adequately restore the crown. It is a difficult thing for us trying to develop an overlay project for any given section of highway and working against a programmed cost estimate.

The unstable area between Stations 575 and 595 was not anticipated apparently because we had no information on it. Possibly a plan in hand review with us would have helped with some of the problems you encountered.

As to the use of salvaged guard rail, we realize that the cost is almost the same as new guard rail. However, we feel the public interest is best served in reusing materials on hand to belay the impression of waste, as well as conserving energy required to produce new material.

In conclusion, we respond to your opening statement of being an Fx-Bridge Resident - don't depair, others have been in that position, have survived and are doing an excellent job.

FE:ab
cc: W. E. Schwartz
Dick Leu

66

CONSTRUCTION NARRATIVE REPORT

Subject: Hot Lake O'xing - Union
La Grande - Baker Highway
Union County

Contractor: R. L. Houck Construction Co.
Contract: 8556
September 19, 1978

There's not too much constructive comment on this project. It is a poor paving job, with an inadequate leveling course, placed by a poorly organized paving crew and supervised by an exbridge resident. The project didn't have too much going for it.

Contract revision: The contract called for an 1½" lift of class "E" A.C. thru out. The class "E" in downtown Union was deleted and class "C" placed. It was felt that class "E" mix being an open free-draining mix was not compatible with the drainage problems encountered thru the City - with curbs, inlets, etc.

The contractor ran for three days placing "E" mix on the La Grande - Baker Highway beginning at the Hot Lake end of the project. Although the work was being done in late September and early October all temperature specs were met with the exception of cold chunks in the mix. Even with loads tarped there were cold areas along the tailgate and sides of the trucks. It was also noted that the wind cooled the mix as much as 20 degrees during the few minutes required for laydown. The specs contain nothing about wind or chill factor.

To make a long story short - the "E" mix panels were very poor and the ride was generally unacceptable. To resolve the problem price agreement # 8 was negotiated with the contractor. By this agreement all remaining class "E" was deleted and the first two days run was rejected. All class "E" deleted was replaced by class "C" wearing course and the first two days run of "E" mix was overlaid with "C" mix. For this change the contractor agreed to no payment for approximately 1200 tons of "E" mix and a price reduction of $1.00 per ton on all "C" mix used to overlay or replace class "E" mix.

Poor riding quality: The pavement is of very poor riding quality. Several problems are noted. We attempted to stay within the contract quantity for leveling course and consequently ended up dragging the outside edge of the laydown machine while attempting to restore the roadway crown. In affect we probably accomplished very little leveling - just corrected the roadway crown or super. The contractor was hauling too far with insufficient trucks, using dump trucks with bobtailed trailers. There were many delays waiting for the trailers to be removed and for the round of trucks. The paving was completed by Baker Redi-Mix which currently is suffering from excessive nepotism - with everyone doing their own thing!

REFERRED TO
Beard Stoudenmayer
Cole Sampl
✓ Eriksen FE Watson
Hager Dunn
Return Discuss Dsf File Copy Dup.
BY FINAL DESIGN ENGINEER

Prepare Ltr of response for

With experience gained from this project itis obvious that we should have shutdown the paving operation until the problem of cold chunks in the mix was resolved - tarping the loads did not cure the problem.

Plan Revision: The foundation material between station 575 & 595 was a pitrun gravel placed by maintenance forces over an existing layer of AC or macadam. This situation resulted in a very unstable base for the pavement being overlaid. We removed this section and placed approximately 8" of baserock under traffic, a 2" lift of class "C" base course and an 1½" class "C" wearing course. This work prompted the overrun of general excavation, aggregate base and a portion of the class "C" A.C.

Approaches Deleted: By the contract we had 87 approaches to pave. In fact many of these approaches were either non-existant or field approaches not warranting paving. Paving only those necessary reduced the contract amount to 24.

Use of Salvaged Guardrail: There was no provision in the contract for the stripping of the painted salvaged guardrail used thru out the project. If we are going to continue using small quantities of State salvaged guardrail on these projects we'd be ahead to let a contract or provide funds for maintenance forces to strip and stockpile useable guardrail for future use by contractors. We paid $2.90 per linear foot to field strip the 1025 feet of salvaged guardrail on this project. By the time we pay these costs and credit maintenance with the value of the materials used - we're approaching new guardrail prices.

Joseph A. Schlieski
Resident Engineer

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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SEP 28 1978
ENGINEERING SECTION

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8556

Report 24 Final

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hot Lake O'xing - Union		WEEK ENDING: July 28, 1978
		SECTION PREFIX: 3161092
HIGHWAY: La Grande - Baker		COUNTY: Union
NAME OF JOB: Hot Lake O'xing - Union	KIND OF WORK: Paving	
CONTRACTOR: Roy L. Houck Construction Co.	CONTRACT NUMBER: 8556	FEDERAL AID PROJECT NUMBER: F (84)1
DATE OF CONTRACT: June 28, 1977	DATE WORK STARTED: July 19, 1978	ESTIMATED COMPLETION DATE: July, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED: 150
	SPECIFIED CALENDAR DAYS: 75	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 522,487.04	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 200%
EXCLUSIVE OF ENGINEERING: $ 481,056.35	ENGINEERING AUTHORIZATION $ 41,430.69	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 481,056.35	ENGINEERING COST TO DATE $ 38,767.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	This week $400 PERCENT OF AUTHORIZATION . . . . . 94 %	DATE PROJECT WAS COMPLETED: 7-20-78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.39
MILES PARTIALLY COMPLETED					5.39
MILES COMPLETED					0
TOTAL ESTIMATED QUANTITIES (CONTRACT)					14,900
TOTAL QUANTITIES CORRECTED TO DATE					16,900
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					16,900
AVERAGE DAILY QUANTITIES					-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					-
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Clear & Warm	0		
MONDAY 24	Clear & Warm	0		
TUESDAY 25	Clear & Warm	0		
WEDNESDAY 26	Clear & Warm	0		
THURSDAY 27	Clear & Warm	0		
FRIDAY 28	Clear & Warm	0		
SATURDAY 22	" "	0		

Keesey, Jackmond, Hopkins, Williams, Johnsen, Glen

RECEIVED
JUL 31 1978
CONSTRUCTION BRANCH

Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No Activity.
24 MONDAY	No Activity.
25 TUESDAY	No Activity.
26 WEDNESDAY	No Activity.
27 THURSDAY	No Activity.
FRIDAY 28	No Activity.
SATURDAY 22	No Activity.

REMARKS

STATUS: Project substantially completed. Minor clean up of shoulders, etc. to be completed.

Railroad crossing in downtown Union will be repaved when Railroad Company has time to raise their rails etc.

NEXT WEEK:

No Activity anticipated.
Semi-final eStimate submitted to Region 7-28-78.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8556

Form L-734-1108

1-P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8556

APPLYING TO CONTRACT PROJECTS

Order No. 3

Section Hot Lake O'xing-Union Date October 25 19 77

Highway La Grande - Baker F.A.P. No. F-84(1)

County Union Prefix 31-1092 Account No. 270-03

Description of Work To Be Done:

Temporary Pavement Striping

Location by Station Numbers:

455 - 740

Estimate of Quantities and Costs:

Total estimated cost = $1,500.00

Explanation:

Temporary striping as needed can best be done by State Forces.

Funds for this work were not included in project authorization. Work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 522,487.04	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 1,500.00 for work under this order	$ 522,487.04	
Expected under-run / over-run (amount)	$ -	
Expected under-run / over-run (per cent)	-	

Submitted by: Joseph A. Sellaro
Joseph A. Sellaro, Resident Engineer

Approval Recommended: Dale Allen
Regional Engineer
11-1-77

Approval Recommended: .....
For: Construction Engineer or Bridge Engineer

Approved: [signature]
10-28-77
For Construction Engineer

SP*79608-734

8556

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-149		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Union
MODIFICATION NUMBER	8-17-77	Project Number F-84(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 16, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 16,000	$ 537,096
Federal funds	$ 13,720	$ 460,828
Other revisions		

This modification is made for the following reasons:

Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of August, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Kuntz

Technical Services Engineer
(Title)

By H S Oberta

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon August 12, 1977

Federal Aid Project
No. F-84(1)

HOT LAKE O'XING-UNION SECTION
LA GRANDE-BAKER HIGHWAY
UNION COUNTY

Revised Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 16,000.00
Type Code 6201			
Roadway (Sta. 455+00 to Sta. 740+00)			
Mobilization	All Required		$ 44,000.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	524 sq.ft.	4.00	2,096.00
Temporary Barricades	24 each	75.00	1,800.00
Flagmen	1,100 hr.	20.00	22,000.00
Pilot Car	275 hr.	26.00	7,150.00
Removal of Structures and Obstruction	All Required		3,000.00
General Excavation	2,087 cu.yd.	3.00	6,261.00
Embankment in Place	1,154 cu.yd.	3.00	3,462.00
Preparation of Shoulders	4.28 mile	700.00	2,996.00
Watering	90 M-Gal.	10.00	900.00
Aggregate Shoulders	3,800 ton	7.50	28,500.00
Aggregate Base	3,600 ton	7.25	26,100.00
Class "E" Asphalt Concrete Mixture	7,600 ton	10.40	79,040.00
Class "C" Asphalt Concrete Mixture in Leveling & Base Course	7,300 ton	10.40	75,920.00
Asphalt Cement in Mixture	1,010 ton	90.00	90,900.00
Portland Cement or Lime Additive in Class "E" Mixture	76 ton	80.00	6,080.00
Asphalt in Tack Coat	14 ton	150.00	2,100.00
18-inch Culvert Pipe	24 lin.ft.	12.00	288.00
30-inch Culvert Pipe	12 lin.ft.	15.00	180.00
36-inch Culvert Pipe	78 lin.ft.	20.00	1,560.00
Guardrail, Type 3	100 lin.ft.	5.00	500.00
Guardrail, Type 2A	1,263 lin.ft.	5.00	6,315.00
Guardrail Anchors, Type 1	9 each	250.00	2,250.00
Guardrail Anchors, Type 2	4 each	300.00	1,200.00
Rail End Pieces, Type B	9 each	75.00	675.00
Rail End Pieces, Type C	9 each	100.00	900.00
Guardrail, Bridge No. 558A	175 lin.ft.	25.00	4,375.00
Guardrail Brackets, Bridge No. 818	6 each	100.00	600.00
Extra for Asphalt Approaches	87 each	150.00	13,050.00

Delineators	120 each	15.00	1,800.00
Adjusting Manholes	8 each	500.00	4,000.00
Asphalt Rubber Chip Seal, Bridge No. 558A	370 sq.yd.	12.00	4,440.00
Asphalt Rubber Chip Seal, Bridge No. 779	160 sq.yd.	12.00	1,920.00
Asphalt Rubber Chip Seal, Bridge No. 818	84 sq.yd.	12.00	1,008.00
			$453,366.00

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 2,200.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
Guardrail Posts, Rails & Blocks (S.F.)	All Required	1,450.00
State Furnished Lab Building	All Required	300.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$ 5,750.00
	Subtotal	$459,116.00
	Engineering	61,980.00
	TOTAL	$521,096.00

Length of Project - - - - - - - - - - - - - 5.398 miles

Cost of Roadway Per Mile- - - - - - - - - $96,535.01

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 16,000	$ 13,728	$ 2,272
Paving	521,096	447,100	73,996
Total	$537,096	$460,828	$76,268

Group 1 - 100%
Contract No. 8556
Prefix 31-1092
Prefix 31-1927

STATE COPY 15

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-98	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 5-16-77	State Oregon County Union Project No. F-84(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 203, 0.72 mi. S.E. Hot Lake, S.E. 5.3 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-7-77	5.3
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 16,000	$ 13,720

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Thurston

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for G. L. Green

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon, May 1o, 1977

Federal Aid Project
No. F-84(1)

HOT LAKE - UNION SECTION

LA GRANDE - BAKER HIGHWAY IN UNION COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 16,000.00
	TOTAL	$ 16,000.00

Length of Project - - - - - - - - - - - - 5.3 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 16,000.00	$ 13,720.00	$ 2,280.00
Retain in Program			
Contract Work	360,000.00	308,880.00	51,120.00
TOTAL	$376,000.00	$322,600.00	$53,390.00

Prefix 31-1927

Group 1=100%

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-98	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-16-77	State Oregon County Union Project No. F-84(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 203, 0.72 mi. S.E. Hot Lake, S.E. 5.3 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-7-77	5.3
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 16,000	$ 13,720

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Thurston

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
for G. L. Green

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8556

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 10, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 23 on the following projects:

1. Main St-Cedar St (Philomath)
   S 19th St, Benton County

   Curbs and walks

   City responsibility

2. Circle Bar Section
   Crane-Venator County Road 37, Harney County

   Surfacing and structure

   County responsibility

3. Linn Road-Sams Valley Highway
   Crater Lake Highway, Jackson County

   Paving

   Six-foot shoulders to be signed and striped as bikeway

4. Valley River Bicycle-Pedestrian Bridge
   Eugene, Lane County

   Grade, pave and structure

   Bikeway project - City of Eugene and Federal Government

5. Fox Valley-Mill City
   Lyons-Mill City Road, Linn County

   Grade and pave

   County responsibility

6. W. Idaho Ave-SW 4th Ave (Ontario)
Malheur County

Paving and walks

City responsibility

7. Cairo Junction-Nyssa
Central Oregon Highway, Malheur County

Paving - 4-foot shoulders provided

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Browning Ave SE-Hilfiker Road SE (Salem)
Pacific Highway East, Marion County

Grading, paving and signals

Six-foot shoulders will be constructed to provide for future bikeway

9. Columbia Slouth Frontage Roads
East Portland Freeway, Multnomah County

Grading, paving and structures

Bikeway to be provided under later contract

10. North Tigard Interchange and Lake Road Interchange
Pacific Highway and East Portland Freeway
Multnomah and Clackamas Counties

Barriers and signing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Rockaway (N 3rd Ave)
City of Rockaway, Tillamook County

Grading and paving

City responsibility

12. Hot Lake Overcrossing-Union
La Grande-Baker Highway, Union County

Paving

Same as #7 except that 2- to 4-foot shoulders are provided

13. N Cherry St-Wallowa Lake Highway
Cove Ave and N Portland St, La Grande, Union County

Grading and paving

City responsibility

14. Denney Road Interchange
Beaverton-Tigard Highway, Washington County

Grading, paving, structure, signing and illumination

Eight-foot sidewalk provided on Denney Road within project limits

15. Spray-Kimberly
John Day Highway, Wheeler County

Grading, paving and structure

Same as #7 except that 4-foot shoulders are provided

16. Rock Creek Section
Willamina-Sheridan Highway, Yamhill County

Grading, paving and structure

Same as #7 except that 4- to 8-foot shoulders are provided

17. NE 20th St-NE 8th St (Newport)
Oregon Coast Highway, Lincoln County

Paving

Same as #10 - overlay only

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8556

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-1-77

FEDERAL AID PROJECT NO.: F 84(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Union

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70109

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	Primary 74	Primary 66

GENERAL LOCATION:

"Hot Lake O'xing-Union Section"

GENERAL DESCRIPTION OF WORK:

Paving-(Code 6201-Miles 5.398)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ OTHER (Specify) Perm. Pavement Striping S.F.-$2,200; Temp. Erosion Control-$1,000; Guardrail Posts, Rails, and Blocks (S.F.)-$1,000; State Furnished Lab Building-$300; On the job training-$800

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $542,666-Federal Funds $465,607.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. L. Hoosier	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8556 Form FHWA 121 (Rev. 5-71)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 31, 1977

In reply refer to: HA.5

SUBJECT: Oregon Project F 84(1)
Hot Lake Overcrossing- Union Section
La Grande-Baker Highway

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: D. Christensen

We concur with your proposed overlay of this section of road as requested in Mr. Christensen's May 25 letter.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 3 '77
REFER TO Hart
FOR
Info | Inves | R/D | D.R | Sign | Act | File

sig to

8556

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

May 25, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attn: E. J. Valach

Dear Mr. Green:

Re: Hot Lake Overcrossing-Union Section
LaGrande-Baker Highway
Union County
F.H.W.A. Ref. No. HA.5

In your letter of May 10, 1977, you raised a question of the appropriateness of a thin overlay at this time when an additional 5 inch overlay will be required in the future to satisfy strength requirements. As discussed with Mr. Valach and Mr. Nichols on Thursday, May 19, 1977, our reasoning for specifying the 1-1/2 inch Class "E" overlay at this time is to utilize a flexible membrane that will flex with the deflecting pavement and thereby extend the life of the present surface until such time as we have sufficient funding to place the 5 inch overlay required for strength requirements. There is no in between solution for this section of highway. We feel this approach is cost effective.

We have re-evaluated the proposed dig out at Little Creek at Station 686+54 and will provide an adequate structural section at this time.

We are attaching two sets of reduced plans for the proposed overlay project.

We are proposing to overlay a 5.4 mile section of the LaGrande-Baker Highway from the Hot Lake Overcrossing to Union. This section presently has a 20 foot wide existing bituminous surfacing for 4.28 miles and the remaining 1.12 miles varies from an existing paved width of 32 feet to 40 feet. The wider sections are primarily in the City Limits of Union. The ADT for this section is 2,000.

The proposed overlay will provide for a 28 foot paved section consisting of 12 foot lanes and 2 foot shoulders. The existing surfacing will be patched and leveled with 1 inch of Class "C" asphaltic concrete and overlayed with a 1-1/2 inch Class "E" ACWS. A future final application of 5 inches will be added by others when required.

A review of photographs indicates that the shoulders have been subjected to traffic and are in good condition. It is therefore proposed to obtain the additional width for lanes and shoulders by cutting out 2 inches and replacing with a 2 inch Class "C" ACBC and overlaying with a 1-1/2 inch Class "E" ACWS.

Existing soft spots will be dug out and reconstructed with 8 inches of aggregate base, 2 inches Class "C" ACBC and 1-1/2 inches Class "E" ACWS.

Three small structures will receive rubber chip seal membrane seals. Guardrail will require adjustment at these structures.

This design is consistent with the 1977 AASHTO publication entitled "Geometric Design Guide for Resurfacing, Restoration and Rehabilitation (R-R-R) of Highways and Streets". It will provide a substantially better and wider roadway surface, thereby increasing safety and improving operating conditions to the most feasible degree in a cost effective manner.

The above was discussed and tentatively approved by Mr. Valach and Mr. Hossner. This project is scheduled for a June 23, 1977, bid letting and is estimated to cost $530,000 with engineering and contingencies. Please review the proposed typical section and base design and give us your approval.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
G. Hopkins
W. E. Schwartz
F. E. Terpin
F. Eriksen
G. Potter

RECEIVED
STATE HWY ENGR
MAY 26 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8556

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 10, 1977

In reply refer to: HA.5

SUBJECT: Oregon FAP-84( )
Hot Lake O'xing-Union Section
La Grande-Baker Hwy.
Union County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The preliminary plans show that you propose to widen this road, place a 1½" Class E overlay and upgrade the guardrail.

According to information received in this office, an additional 5 inch overlay would be required to satisfy strength requirements. With the large additional structural requirements, it appears that the thin overlay at this time may not be cost effective. We recognize that it may be imperative to do something now about this road. However, the possibly short life of a thin overlay, the cost of further adjustment to guardrails, and the cost of further excavation for the approaches to the two structures all indicate the need for additional project evaluation.

Your comments would be appreciated.

for G. L. Green

5-20-77
Meeting
Prepare rebuttal.
ED.

RECEIVED
STATE HWY ENGR
MAY 11 '77
REFER TO
FOR
Info | Eng. | Dir. | Dep. | Asst. | File

8556

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 9, 1977

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Hot Lake O'xing-Union Sec.
LaGrande-Baker Highway
Union County

TO: George Hopkins
Local Government Program Engineer

The proposed project entails shoulder preparation, widening and overlaying to attain a 32 ft. roadway section consisting of two 12 ft. lanes and two 4 ft. shoulders for a distance of 5.4 miles. Of the above 5.4 miles, 0.4 mile is badly broken up and will require reconstruction as noted below in the base design for new work. Three small structures will receive rubber chip seal waterproof membrane seals. The ADT for this section is 2,000.

The estimate including engineering and contingencies is $860,000.00. 169,000
This estimate is based on the following base design and is the minimum acceptable for federal-aid funding.

1-1/2" Future Final ACWS
New Work-------1-1/2" Class "E" ACWS----------Overlay
├------2" Class "C" ACBC
└------8" Cement treated subgrade

1" Class "C" leveling

The funding programmed for this project in the Commission approved modified 6 year program is $388,000.00. 71,900/mi.

Authorization for increased funding to cover the proposed 5.4 mile project is hereby requested.

DOC:az
cc: E. S. Hunter
W. E. Schwartz
F. Eriksen

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STATE HWY ENGR
MAY 9'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 25, 1977

In reply refer to: 1041A.5

SUBJECT: Oregon RS-B 181( )
Hot Lake Overcrossing-Union Sec.
LaGrande-Baker Highway

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We concur that it is in the public interest to use State furnished guardrail materials on this project. Federal-aid to reimburse the State for this cost is approved.

for G. L. Green

1 Verstaeg ✓
Olson
2 Christensen Don
Scott
3 Swenson Doug
Savage
Trout

RECEIVED
APR 26 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up / /
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OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 18, 1977

NOTED
E. S. HUNTER

Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Hot Lake Overcrossing-Union Section
LaGrande-Baker Highway
Union County

We are requesting a public interest finding in the State furnishing the following items on the project:

State furnished guardrail members (including splice bolts)	1,187.5 lin. ft.	@ $0.28 = $332.50
State furnished guardrail blocks	199	@ $1.75 = $344.27
State furnished posts	199	@ $3.32 = $660.68

This material was purchased from previous projects. Credits to previous projects and charges to the subject project will be made when the actual quantities used have been determined.

The guardrail members, splice bolts, posts and blocks are at the Ladd Canyon stockpile site. The State Maintenance forces will transport these items to the project where the contractor will be required to unload them.

The contract specifications will require the contractor to use these materials and to furnish new post bolts, washers and nuts, etc. The contractor will be permitted to reuse existing guardrail posts which meet current standards.

The above has been discussed by telephone and tentatively approved by Mr. Nichols of the F.H.W.A.

We feel it is in the public interest to use these materials to conserve State Funds previously expended, as well as conserving energy by using materials on hand.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen
Final Design Engineer

FE:az
cc: E. S. Hunter
L. W. Rulien
C. T. Keasey
D. H. Moehring
W. E. Schwartz
D. E. Swan
Art Brummitt
Fred Eriksen

RECEIVED
STATE HWY ENGR
APR 19 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

8556 66

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 8, 1977

FILE:

FROM: J. E. Backstrand
Supervising Design Engineer

TO: Mr. Duane O. Christensen
Final Design Engineer

SUBJECT:
Hot Lake-Union Section
LaGrande-Baker Highway
Bridges 558A, 779 and 818

REFERRED TO
Board ___ Read ___
Cole ___ Sample ___
Eriksen ___ Watson ___
Hager ___ Wolfe ___
Return ___ Discuss ___ Do ___ File Copy ___ Due ___
BY FINAL DESIGN ENGINEER

The following recommendations for overlaying the structures within the limits of the above project are made:

Bridge 558A, Catherine Creek (Davis Dam)

1.	Existing A.C.W.S. (to remain in place	= 2 "
2.	Place asphalt-rubber chip seal membrane over existing A.C.W.S.	= 1/2"
3.	Place Class "E" mix course	= 1 1/2"
	Total wearing surface including membrane	= 4 "

Bridge 818, Little Creek - John Day

1.	Remove existing 6" A.C.W.S. and base. Taper approaches to meet deck grade.	
2.	Place asphalt-rubber chip seal membrane	= 1/2"
3.	Place Class "E" mix course	= 1 1/2"
	Total wearing surface including membrane	= 2 "

Bridge 779, Catherine Creek (Main St.)

1.	Remove existing 4" A.C.W.S.	
2.	Place asphalt-rubber chip seal membrane	= 1/2"
3.	Place Class "E" mix course	= 1 1/2"
	Total wearing surface including membrane	= 2 "

KA:dh

cc Art Brummitt
D. D. Allen
A. C. Harwood

1 Versteeg ✓
Olson
2 Christensen
Scott
1 copy Swenson
Savage
Trout

RECEIVED
APR 11 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ___
Bring Up ___/___/___
Other ___

8556

66

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

February 25, 1977

3-1-77

FILE:

FROM: Joe Schlieski

SUBJECT: Hot Lake-Union Overlay
La Grande-Baker Highway
Union County
31-1927
"Location Data"

TO: Dale D. Allen
Region Construction Engineer
La Grande

Enclosed find the following location data on the subject project:

2 - copies - 1" - 400 location plan with basic details only. Stationing was continued on from the east end of the Hot Lake Overcrossing straight through the City of Union. Several curves have been previously improved by either maintenance or contract - shortening the overall length. Insets on these plans show basic details for guardrail installations, etc.
Mylar copies for Location Section and one print for Region.

2 - copies - Location Narrative Report

2 - copies - Locating Engineer's Statement

2 - copies - Cost Estimate and Quantity Summary - calculations attached. (based on 32' paved section)

1 - roll - Plotted x-sections Station 453+88 to 642+02 marked #1

1 - roll - Plotted x-sections Station 642+42 to 696 marked #2

1 - roll - Misc. road connections profile and x-sections marked #3

1 - book - Fieldnotes - x-sections

1 - book - Fieldnotes - transit notes - utility ties, etc.

1 - copy - Preliminary special provisions based on Spring Cr.-Lostine Section and Little Dry Cr. - Milton Freewater Section.

1 - pad - Project photos

cc: file

Frank Terpin, Location Engineer
Salem

3/1/77

Herewith the above survey items, with the prints for region held here in LaGrande.

Dale Allen
By: D. L. Epley

8556

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: January 13, 1977

FROM: for L. W. Rufien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Hot Lake-Union
LaGrande-Baker
Union County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 5 : W. E. Schwartz
District 13 : G. E. Starkey
Region 5 Geologist: Vernal Moore

ESH
1-12-77

RECEIVED
STATE HWY ENGR
JAN 12 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-189-1967

8556

MENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-84(1)

STATE PROJECT NO.
See below

FROM
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70109

COUNTY NAME
Union

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 14 '77
REFER TO
Robert
FOR
Info. | Invest. | R/D | D/R | Sign | A.t. | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	1-7-77	Primary 74	Primary 66

GENERAL LOCATION:

"Hot Lake-Union Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $3,000 - FF $2,574.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS.

REMARKS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-7-77	G. K. Hoosier	Division Administrator

FORM PR-1240 (REV. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE 1975

8556

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 7, 1977

In reply refer to: 1041EC

SUBJECT: Oregon F-84(-)
Hot Lake-Union
LaGrande-Baker
Union County
Project Assessment

FROM : G. L. Green, Division Administrator

TO Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

RECEIVED
S. HUNTER

The subject project assessment submitted with Mr. Rulien's December 1 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Jim Kennedy, Reg Env.

RECEIVED
STATE HWY ENGR
JAN 10 '77
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8556

PRO-6-2

December 14, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70109
Project No. F-84(1)
Hot Lake-Union Section
Union County

Enclosed is data for the subject project.

We hereby request the following:

(1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $3,000 with an obligation of $2,574 in federal funds.

CL:md

cc: W. E. Schwartz (Region 5)
D. E. Swan

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO F. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 14, 1976

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
		St. Rt. 203, 0.72 mi. S.E. Hot Lake, S.E. 5.3 mi.			1,800	2,700	96	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14–23	NUMBE 7
	P.E., Gr., Dr., H.T. Pave.								F-	84 (

CARD 4	CLASS OF FEDERAL FUNDS: Consolidated Primary		COUNTY NAME: Union
	NAME OF URBAN AREA (17-31): ----	ROUTE NO. P	FEDERAL-AID * 84 (32) STATE 66 (36)(37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59–66)	FEDERAL FUNDS (67–76)	STATE FUNDS	OTHER FUN
1	(1415)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			5.3	3,000	2,574	426	
5					ROW							
5					CONST (CODE)		"Hot Lake-Union Section"	5.3	360,000	308,880	51,120	
								5.3	363,000	311,454	51,546	

CARD 1	CODE 1	PREPARED BY: CL	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES: 10-4-76	(16) (23)(24) (33) REMARKS: *Former FAS 31-001

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 14, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St. Rt. 203, 0.72 mi. S.E. Hot Lake, S.E. 5.3 mi.	ADT	1,800	2,700	96	10	Oregon	41	010	70109

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Dr., H.T. Pave.								F-	84 (1)			

FUNDS: Consolidated Primary

COUNTY NAME: Union — CODE: 061

ROUTE NO. P — FEDERAL-AID: * 84 — STATE: 66 — U.S.:

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"Hot Lake-Union Section"	5.3	3,000	2,574	426		ROW - 80' normal; Access control-none; Parking Restrictions-none.
ROW								
CONST (CODE)			5.3	360,000	308,880	51,120		
BY CL		PROJECT TOTALS	5.3	363,000	311,454	51,546		

APPROVAL DATES: 10-4-76

REMARKS: *Former FAS 31-001

-Over-

HOT LAKE - UNION SECTION

PROJECT NO. F-84(1)

Existing Facility:

Roadway-----Basic 22-foot A.C. surface with 3-foot shoulders. The easterly .28 mile in Union consists of 47-foot roadway.
Structures--(1) Catherine Cr. (Davis Dam) Br. #0558A, Prestressed conc. slab span, length 80 feet, H.C. 40 feet 2 inches;
(2) Juliana Cr. Br. #0818, reinf. conc. multi-beam, length 20 feet, H.C. 32 feet 7 inches;
(3) Catherine Cr. (Main St.) Br. #0779 Steel I beam with conc. deck, length 40 feet, 11 feet sidewalk each side, H.C. 34 feet 3 inches.

Adjacent Sections:
N.W. End----24 feet A.C. roadway with 8-foot shoulders.
S.E. End----47 feet A.C. roadway.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Grade, drain and high type pavement, necessary to widen and overlay existing facility to provide for basic two 12-foot travel lanes with variable 2 to 8-foot shoulders.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroads: Union Railroad of Oregon Crossing No. 33A-002.

No. of Tracks	One (Spur)
No. of Trains	One switch daily
No. of Hi-Speed Trains	None
Present X'ing Protection	None
Proposed X'ing Protection	To be determined
Railroad Benefits	None

FHPM 7-7-2 Requirements: Nonmajor action project concurred on

IM 50-1-70 Requirements:

State Clearinghouse----Exempt from A-95 review under worki
District 13 Clearinghouse--It is our contention that this clearinghouse, for if it were fully operational or repre its respective district, or both, that it would have a s agreement in effect.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Pi
(b) Location/Design--Not a factor in the development of t

Note: This project is in Congressional District No. 2.

HOT LAKE - UNION SECTION

PROJECT NO. F-84(1)

22-foot A.C. surface with 3-foot shoulders. The
ly .28 mile in Union consists of 47-foot roadway.
atherine Cr. (Davis Dam) Br. #0558A, Prestressed
slab span, length 80 feet, H.C. 40 feet 2 inches;
uliana Cr. Br. #0818, reinf. conc. multi-beam,
20 feet, H.C. 32 feet 7 inches;
atherine Cr. (Main St.) Br. #0779 Steel I beam
onc. deck, length 40 feet, 11 feet sidewalk each
H.C. 34 feet 3 inches.

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riable 2 to 3-foot shoulders.

rts, Water Developments, Historical and Recreational
ved.

Railroads: Union Railroad of Oregon Crossing No. 33A-002.10

No. of Tracks	One (Spur)
No. of Trains	One switch daily
No. of Hi-Speed Trains	None
Present X'ing Protection	None
Proposed X'ing Protection	To be determined
Railroad Benefits	None

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on

IM 50-1-70 Requirements:

State Clearinghouse----Exempt from A-95 review under working agreement.
District 13 Clearinghouse--It is our contention that this is a quasi-clearinghouse, for if it were fully operational or representative of its respective district, or both, that it would have a signed working agreement in effect.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan.
(b) Location/Design--Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

8558 Denney Road Interchange 1977
on Beaverton-Tigard Highway
(Gr., Pav., struc., sign. & illum.) #2

C+A 2883	6-13-77	6-22-77
C+A 2866	4-25-77	11-29-77
RR 876	8-21-77	

8559

r11

cc: OSHD (Coulter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	18	Washington	Oregon
DATE OF REPORT	**REPORT MADE BY** 1-23-84		**PROJECT NO.**
1/23/84	Thomas P. Lowe, Area Engineer		F-79(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
1/28/80	11/20/81	114 %	675 days
APPROVED EXTENSIONS	**LOCATION**		
184½ days	See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DENNY ROAD INTERCHANGE
BEAVERTON - TIGARD HIGHWAY
Grading, Paving, Structures, Signing & Illumination

This project provided for construction of a full diamond interchange and railroad grade separation structure.

The final cost of $4,054,000 underran the original authorization by 5 percent.

NOTED
W. E. SCHWARTZ
cy 1/30

RECEIVED
STATE HWY ENGR
JAN 27 '84
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Thomas P. Lowe — Original Signed by T. P. LOWE		SIGNATURE: G. K. Hossner — Original Signed By G. K. HOSSNER	
TITLE: Area Engineer	DATE: 1/26/84	TITLE: Field Operations Engineer	DATE: 1/26/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8558

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-79(3)
Denny Road Interchange
Beaverton - Tigard Highway
Contract 8558, OFW #9

Date: May 6, 1983

Reply to Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Hignway Engineer
Salem, Oregon

This OFW was resubmitted with added information by Mr. Mitzel's April 28, 1983, memorandum. We can only assume that the access conditions stipulated in the R/W agreement were included in the construction plans. We find no evidence (i.e. change orders or other documentation) that the construction was not completed according to plans. If PGE's requirements changed subsequent to the time of R/W agreement it should be their responsibility to provide the modifications.

Procedurally we find no evidence that the added work was identified in advance or that PGE was authorized to perform the work. Our first involvement came more than one year following project completion. The determination stated in our September 15, 1982, memorandum remains unchanged. The work is not eligible for Federal funds.

for Dale E. Wilken

cc:
OSHD (D E Swan)
OSHD (H Mitzel)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAY 9 '83
REFER TO
Keasey
FOR
Info | Invest ✓ | R/D | D/R | Sign | Act ✓ | File

8558

L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-79(3)
Denny Rd. Interchange
Beaverton - Tigard Highway
Contract 8558, OFW #9

Date: September 15, 1982

Reply to Attn. of: HFO.6-OR

From: Division Administrator

To: H. S. Coulter
State Highway Engineer

By letter dated September 2, 1982, Mr. Keasey has requested approval and participation in the cost of this work performed by P. G. E. The R/W agreement stipulates construction of an access road and placement of topsoil. Presumably that work was done under the construction contract. Our files do not reflect a change or a reason for not performing the agreed work. Landscaping was not stipulated.

The project was completed late in 1980 and the work in question was performed during the winter of 1980-81. There is no record of prior authorization and the work seems to be outside the scope of the R/W agreement. The work is not eligible for Federal participation.

G. K. Hoffman
for Dale E. Wilken

RECEIVED
STATE HWY ENGR
SEP 21 '82
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act X | File

cy Moehring
Versteeg

8558

April 8, 1982

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#8558

Gentleman or Ladies:

A post-final payment for $19,500 will be made to Ross Bros. Construction, Inc. on Contract No. 8558 for work on the Denney Road Interchange Section of the Beaverton-Tigard Highway in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,740,570.03 including the post-final payment. Of the total $33,131.32 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
Ed Hardt

8558

December 1, 1981

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON X
#8558

Gentlemen:

On November 23, 1981, we wrote to you concerning release of final payment on Contract No. 8558 awarded to Ross Bros. Construction, Inc. for work on the Denney Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

Final payment on this contract is $40.61 and the total contract amount is $3,721,070.03 including $33,181.32 for work performed under force account.

Sincerely,

Robert W. Cornsen
COMMISSION SERVICES

dmc
cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
E. L. Hardt

56398558

4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 28 1981
NORMA PAULUS
SECRETARY OF STATE

September 24, 1981

IN REPLY REFER TO
FILE NO.:

Allen and Yazbeck
Attorneys at Law
735 S.W. 1st Avenue
Portland, OR 97204

RECEIVED
SEP 28 1981
NORMA PAULUS
SECRETARY OF STATE

CON 5
#8558

Attention: Joseph A. Yazbeck, Jr.

Gentlemen:

This will acknowledge receipt of your letter of September 3, 1981, addressed to Dett W. Jones, Staff Auditor, State Highway Division, with attached Notice of Claim on behalf of R. A. Heintz Construction Company for labor in the amount of $8,000.

The claim states that is in reference to the Ross Bros. Construction, Inc., Contract No. 8558 for work on the Denney Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of the claim. We will also file a copy with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED O
10-6-81 dmc

js

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd., N.
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Hon. Norma Paulus - You may have received a copy of this direct from the attorney. If not, here is a copy for filing. Please advise of your filing number and the date on the enclosed copy of this letter.

ALLEN & YAZBECK
ATTORNEYS AT LAW
735 S.W. 1ST AVE. 3RD FLOOR
PORTLAND, OREGON 97204
503-224-2147

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.

MARYBETH ORMSBY

September 3, 1981

Norma Paulus
Secretary of State
136 State Capitol Bldg.,
Salem, OR 97310

Carl Newman
Safeco Ins. Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

Dett W. Jones, Staff Auditor
State Highway Division
434 Transportation Building
Salem, OR 97310

Enclosed please find the Notice of Claim pursuant to ORS 279.526 of R.A. Heintz Construction Co. for work performed pursuant to OSHD Contract No. 8558, Denney Road Interchange Section, Beaverton-Tigard Highway, Washington County.

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY/bw
Enclosure
cc: Donald L. Nelson

NOTED
V. E SKINN

RECEIVED
SEP 1981
HIGHWAY ACCOUNTING

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY DIVISION
DEPARTMENT OF TRANSPORTATION

NOTICE IS HEREBY GIVEN that the undersigned, R.A. HEINTZ CONSTRUCTION CO., has a claim for performing grading work up to the base course in the sum of $8,000 against the bond taken from Ross Bros. Construction, Inc. as principal, and Safeco Insurance Company of America as surety, for the work performed pursuant to the contract for OSHD Contract No. 8558, Denney Road Interchange Section, Beaverton-Tigard Highway, Washington County.

DATED September 4, 1981.

R.A. HEINTZ CONSTRUCTION CO.

Donald L. Nelson,
General Manager

8558

RECEIVED
STATE HWY ENGR
AUG 25 '81
REFER TO
Denney
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

August 24, 1981

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Department
Oregon Dept. of Transportation
State Highway Bldg.
Salem, Oregon 97310

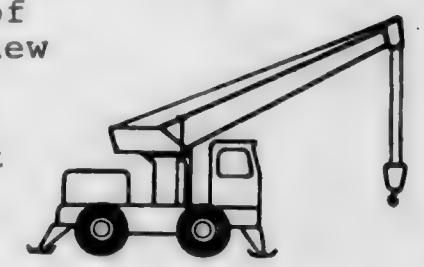
Re: OSHD Contract No. 8558, Denney Road Interchange Section, Beaverton-Tigard Highway, Washington County

Dear Sir:

Pursuant to the provisions of §§ 109.15, 109.05, 104.02 and 108.09 of the Standard Specifications for Highway Construction, and other applicable provisions of the above-referenced contract, we renew our previously reserved claims and requests for appropriate adjustment of the contract time of performance and of the specified period of time that the State should bear the cost of railroad protective services and devices, and we renew our requests and claims for payment of the contract amounts without deduction for liquidated damages or railroad protective costs, while reserving our right to additional compensation for increased costs incurred as a result of alterations of the plans and details of construction pertaining to the detour and the water line contained within the detour embankment, and the impacts thereof. Accordingly, we believe that the proposed Final Estimate, Estimate No. 40, issued June 30, 1981, is erroneous.

This project was awarded to us in July of 1977. The project required grading, paving, structures, signing and illumination to provide an interchange to replace the grade-level intersection of Hwy. 217 and Denney Road near Beaverton. The project required stage construction, part of which called for the construction of a detour for the existing Denney Road traffic. Construction activities required to be performed on the existing Denney Road could not be commenced until traffic was diverted to the detour route.

ROSS BROS. CONSTRUCTION, INC.



GENERAL
CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

The contract also called for a 16" water main to be owned by the City of Beaverton to be installed within the embankment of the detour.

Construction of the detour embankment, installation of the water line and completion of the detour were necessarily early activities, performed at the outset of our work. Completion of the detour, including installation of the water line, was essentially completed by early October, 1977.

On about October 10, 1977, flooding conditions in Fanno Creek, combined with heavy rains, washed out portions of the embankment supporting the detour and the water line. Your representatives have acknowledged that the embankment was constructed in accordance with the Plans and Specifications, and that its failure to withstand the flood waters of Fanno Creek was beyond our responsibility. Accordingly, your representatives desired to alter the details of construction of the embankment in the vicinity of Fanno Creek, to protect the water line from future damage. Apparently, your representatives undertook to consult closely with the City of Beaverton in the redesign work.

It was our desire at the time to proceed promptly with whatever additional work was desired by the State and the City in order to restore the embankment, so that traffic could be diverted off of Denney Road and on to the detour in order to permit the bulk of our construction activities to commence. On October 14, 1977, we requested "immediate action" to remedy the design, and put your representatives on notice that the consequences of any delay, as well as additional costs, would be the responsibility of the State.

Despite our concerns, and despite the complete shut-down of the major portions of work required on the project, the State and the City were unable to direct us concerning desired corrective action. During a period of many months, your representatives indicated to us that they were involved in extended consultations with representatives of the City, during which the substantial portion of the project was, both explicitly and implicitly, suspended. Finally, over seven months later, we were instructed to perform certain extra work to protect the City's water line in the vicinity of Fanno Creek, including the construction of a concrete encasement for the pipe at the east end of the bridge. We commenced the directed work immediately, and had restored the detour embankment to a satisfactory condition by approximately May 22, 1978. The detour was able to be opened for traffic on June 5, 1978, and we were at that point able to commence the substantial portions of the project on Denney Road.

On April 19, 1979, we submitted our formal request for adjustment of the contract time on several items, including the delay in the redesign of the detour. The explanatory letter of same date indicated that the request included 225 days with respect to the detour, representing the time from October 10, 1977 until May 22, 1978, as well as 44 days on several other items.

After some discussion with your representatives, and the passage of a considerable period of time, we were advised on January 31, 1980, that the State would recognize a time extension of 126-1/2 calendar days in response to our request referenced above. Subsequently, we were told that this extension was calculated by allowing 119 days for the detour problems and 7-1/2 days for the other matters. Immediately upon receipt of such notification, we advised the State of our strong objections to the State's response to our time extension request.

Although we disagree with the State's response to the several lesser events prompting our prior time extension request, it is obvious that the principal area of dispute is the delay in the redesign of the water line and the availability of the detour.

Apparently, your representatives made an allocation of the dollar value of the various items of contract work, between those items which were absolutely precluded by the unavailability of the detour, and those items which were not. Using such an analysis, your representatives concluded that 53% of the contract work was unavailable to us during the detour delay, and therefore allowed a time extension of 53% of the time of the actual delay.

We believe that this analysis is patently unreasonable. First, the analysis considers items of contract work by their dollar value, rather than by their reasonably anticipated time of performance. The old adage that "time is money" is uselessly simplistic when attempting to compare the time of performance of $300,000 worth of mobilization vs. $300,000 worth of structural concrete. Second, the analysis gives no consideration to the items of work which were on the critical path and the items of work which were not on the critical path. At the time the detour became unavailable, the opening of the detour was a critical item, and the resulting delay was critical to the entire project. Third, the analysis gives no consideration whatsoever to our scheduled sequence of construction. Any analysis by which the State would take "credit" for the availability of other work during the extended period of the delay, must also consider the inefficiencies and losses of productivity necessarily attendant to performing such work out of schedule and out of sequence.

Also of great significance, the State has, to this point in time, made no adjustment whatsoever in the Special Provisions, § 107.24, which specify that the State will bear the cost of railroad protective

services and devices for the period of 500 calendar days. Clearly, an adjustment of the contract time by reason of the unavailability of the critical detour is necessarily accompanied by an appropriate adjustment in the period of calendar days for which the State must bear the cost of railroad protective services and devices.

As a consequence of the State's failure to appropriately adjust both the contract time of performance and the period of days for which the State will bear the cost of railroad protective services and devices, the State is presently withholding liquidated damages for 51-1/2 days at the rate of $300 per day, or $15,450.00, as well as an alleged contractor's share of railroad protective costs for 100 days, in the amount of $14,383.14.

We request immediate adjustment of the contract time of performance and of the period of time which the State must bear the cost of railroad protective services and devices, by reason of the total unavailability of the critical Stage I detour, in the amount of 106 days, representing the difference between the 225 days of actual days and the 119 days of delay apparently allowed by the State to this point. Moreover, we request immediate release of the liquidated damages and railroad protective charges indicated on Estimate 40.

Our request is without waiver to our right to additional compensation, under the referenced and other applicable provisions of the contract documents, for the State's failure to take prompt action in redesigning the water line installation in the vicinity of Fanno Creek, thereby delaying the project far beyond any reasonable contemplation of the parties at the time of bidding. We also continue to reserve our previously asserted requests for time extension due to delays arising from staking and engineering errors in October and November, 1977, delays in utility work required in May and June of 1978, delays due to staking and engineering errors in August of 1978, and the additional time requested for work required under Price Agreements Nos. 7 and 8 and Extra Work Orders Nos. 4, 5 and 6.

In order to assist you in making your decision as contemplated under the contract, we request a prompt meeting with you, and such of your representatives as may be appropriate, to discuss in greater detail the facts and circumstances surrounding these project events. Prior to such a meeting, we would like to have an opportunity to review certain OSHD Project records, specifically including:

(1) Your Resident Engineer's diary and weekly reports for the Project;

(2) All Inspectors' Daily Progress Reports and monthly diaries;

(3) All information of whatsoever nature received by the railroad concerning detailed expenditures for railroad protective services and devices for the period of the Project;

(4) All memoranda, calculations, computations and other documents supporting the State's response to our April 19, 1978 request for time extension;

(5) All memoranda, calculations, computations and other documents supporting the State's response to our April 2, 1980 request for time extension; and

(6) Any and all invoices, time sheets, calculations, computations, memoranda, correspondence or other analysis supporting the State's assessment of 100 days of railroad protective services and devices for a period of 100 days, as the contractor's share, as shown for the first time on Estimate No. 39.

We would ask that you have your representatives contact us at their earliest convenience to indicate when and where we might review the foregoing information. We believe that this would make our discussions more meaningful.

Thank you for your prompt consideration.

Very truly yours,

ROSS BROS. CONSTRUCTION, INC.

By Stan M. Ross

cc: Resident Engineer
R. A. Heintz Construction Co., Inc.
B&B Contracting Corporation
Kobin & Meyer, P. C.

8558

L

July 15, 1981

Kobin and Meyer
Attorneys at Law
610 S. W. Alder Street
Suite 600
Portland, OR 97205

CON 5
#8558

Attention: Robert O'Brien

Gentlemen:

Thank you for your letter of June 19 enclosing copies of two releases on claims previously filed on Contract No. 8558 with Ross Bros. Construction, Inc. for work on the Denney Road Interchange in Washington County.

The Releases cover the following two claims:

1) Claim from AGC-Operating Engineers Trust Funds assigned to C & B Management Services (Gary Harrison) in the total amount of $1,762.66 for fringe benefits due employees of Lanaguard, Inc.

2) Claim from Oregon Laborers Employers Trust Funds (Fred A. Hughes) in the total amount of $2,543.15 for fringe benefits due employees of Lanaguard, Inc.

We will notify the prime contractor and their surety of these payments. We will also make notations in our records of these claim releases.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

jas
cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

NOTED ON CARD
2-15-81 JS

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
JAN D. SOKOL

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

June 19, 1981

State of Oregon,
Department of Transportation
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

ATTN: Robert W. Gormsen

RE: Release of Bond Claim of Oregon Laborers Employers Trust Funds, your file CON 5, No. 8558; Release of Bond Claim of AGC Operating Engineers Trust Funds, your file CON 5, No. 8558

Gentlemen:

Enclosed are copies of Releases of the above-referenced bond claims on the bond posted by Ross Bros. Construction, Inc. as principal and Safeco Insurance Company of America as surety, for work on the Denny Rd. Interchange Section of the Beaverton-Tigard Highway in Washington County, Contract No. 8558. Each of the claims has been fully satisfied and paid.

You might note that the bond claim of the AGC-Operating Engineers Trust Funds was assigned to G & B Management Services, Inc. and the within release accordingly runs from G & B Management Services, Inc. to Safeco Insurance Company of America.

Very truly yours,

KOBIN & MEYER, P.C.

Robert O'Brien

Robert O'Brien

Enclosures

cc: Safeco Insurance Co. of America

RECEIVED
JUN 22 1981
CON
DEPARTMENT OF TRANSPORTATION

OREGON LABORERS

JUN - 9 1981

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that in consideration of the sum of Two Thousand Five Hundred Forty-Three and 15/100 ($2,543.15) Dollars, the receipt and legal sufficiency of which is hereby acknowledged, the undersigned does fully, finally and forever release and discharge Safeco Insurance Company of America, its successors and assigns, from any and all claim of whatsoever nature heretofore or hereafter arising on that certain bond posted by Safeco Insurance Company of America, as Surety, and Ross Brothers Construction, Inc., as Principal, to the State of Oregon, as Obligee, for that project known as Contract No. 8558, Denny Rd. Inter-Change, Washington County, Oregon.

DATED this 10th day of June, 1981.

OREGON LABORERS EMPLOYERS TRUST FUNDS

By Fred A. Hughes

STATE OF OREGON)
) ss.
County of Multnomah)

On this 10th day of June, 1981, personally appeared before me the above-named Fred A. Hughes who, being duly sworn, did say that he is the Trust Coordinator of the Oregon Laborers Employers Trust Funds; that said instrument was signed on behalf of said Funds by authority of its Trustees, and acknowledged said instrument to be its voluntary act and deed.

Before me:

Doralene F. Leach
Notary Public for Oregon
My commission expires: 12/7/82

RECEIVED
JUN 1981

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that in consideration of the sum of One Thousand Seven Hundred Sixty-Two and 66/100 ($1,762.66), the receipt and legal sufficiency of which is hereby acknowledged, the undersigned does fully, finally and forever release and discharge SAFECO Insurance Company of America, its successors and assigns, from any and all claim and liability of whatsoever nature, heretofore or hereafter arising on that certain bond posted by SAFECO Insurance Company of America, as Surety, and Ross Brothers Construction, Inc., as Principal, to the State of Oregon, as obligee, for that project known as Contract No. 8558, Denny Rd. Inter-change, Washington County, Oregon, including any and all claims asserted or which could have been asserted against SAFECO Insurance Company of America in Multnomah County Circuit Court Case No. 88103-01743, entitled "State of Oregon, ex rel G & B Management Services, Inc. v. Laneguard, Inc. and Safeco Insurance Company of America."

DATED this 12 day of June, 1981.

G & B MANAGEMENT SERVICES, INC.

By Gary Harrison

STATE OF OREGON)
) ss.
County of Multnomah)

On this 12th day of June, 1981, personally appeared before me the above-named Gary Harrison who, being duly sworn, did say that he is the Secretary-Treasurer of G & B Management Services, Inc., an Oregon corporation; that the seal affixed to the foregoing instrument is the corporate seal of said corporation; that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors, and they acknowledge said instrument to be its voluntary act and deed.

Before me:

Wendy Earl
Notary Public for Oregon
My commission expires: 12-10-83

RECEIVED

8558

D

files

L.

OREGON LABORERS-EMPLOYERS TRUST FUNDS

2929 N.W. 31st AVENUE PORTLAND, OREGON 97210 (503) 224-0346

ADMINISTERED BY:
ASSOCIATED ADMINISTRATORS, INC.

HEALTH AND WELFARE TRUST FUND
EMPLOYER TRUSTEES
F. Hastie, secretary
H. Dick
W. Sivers
Kenneth W. Twedt
J. Van Lom
EMPLOYEE TRUSTEES
N. Vermeer, chairman
J. Abbott
E. Van Cleave
H. Herzberg
James Upshaw

PENSION TRUST FUND
EMPLOYER TRUSTEES
A. Norbraten, secretary
Richard Cronn, Sr.
F. Hastie
Kenneth W. Twedt
J. Van Lom
EMPLOYEE TRUSTEES
N. Vermeer, chairman
J. Abbott
C. Anderson
L. Clinton
Michael Lowery

TRAINING TRUST FUND
EMPLOYER TRUSTEES
W. Sivers, secretary
R. Anderson
Richard Cronn, Sr.
EMPLOYEE TRUSTEES
N. Vermeer, Chairman
J. Abbott
M. Lowery

VACATION TRUST FUND
EMPLOYER TRUSTEES
W. Sivers, secretary
Richard Cronn, Sr.
F. Hastie
EMPLOYEE TRUSTEES
N. Vermeer, chairman
J. Abbott
Michael Lowery

June 10, 1981

Mr. Robert O'Brien
Kobin & Meyer, P.C.
Suite 800
610 S.W. Alder Street
Portland, Oregon 97205

RE: Fringe benefit payments due employees of Laneguard, Inc. for work performed on contract 8558, Denny Road Interchange, Washington County, Oregon.

Dear Mr. O'Brien:

This is to acknowledge receipt of check no. 11290 from Ross Bros. Construction in the amount of $ 2,543.15 for payment on behalf of employees of Laneguard, Inc. for work performed on the Denny Rd. project.

Enclosed is the signed release you requested, copies have been mailed to the appropriate parties.

Sincerely,

Fred A Hughes cv

Fred A. Hughes
Trust Coordinator
FAH:cv

cc: State of Oregon, Secretary of State
State of Oregon, Dept. of Transportation
Safeco Insurance Co.
Laneguard, Inc.
Ross Bros. Construction, Inc.
David J. Hollander

Encl.

no response nec. as attorney Kobin also notified us of payment from

OREGON LABORERS
JUN - 9 1981

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that in consideration of the sum of Two Thousand Five Hundred Forty-Three and 15/100 ($2,543.15) Dollars, the receipt and legal sufficiency of which is hereby acknowledged, the undersigned does fully, finally and forever release and discharge Safeco Insurance Company of America, its successors and assigns, from any and all claim of whatsoever nature heretofore or hereafter arising on that certain bond posted by Safeco Insurance Company of America, as Surety, and Ross Brothers Construction, Inc., as Principal, to the State of Oregon, as Obligee, for that project known as Contract No. 8558, Denny Rd. Inter-Change, Washington County, Oregon.

DATED this 10th day of June, 1981.

OREGON LABORERS EMPLOYERS TRUST FUNDS

By Fred A. Hughes

STATE OF OREGON)
) ss.
County of Multnomah)

On this 10th day of June, 1981, personally appeared before me the above-named Fred A. Hughes who, being duly sworn, did say that he is the Trust Coordinator of the Oregon Laborers Employers Trust Funds; that said instrument was signed on behalf of said Funds by authority of its Trustees, and acknowledged said instrument to be its voluntary act and deed.

Before me:

Doralene F. Leach
Notary Public for Oregon
My commission expires: 12/7/82

8558

144

James W. Cochell
Resident Engineer

January 6, 1981

Al Hansen
Senior Designer

Denney Road Interchange
Beaverton-Tigard Highway
Washington County

Your narrative report indicated two major problems encountered in the construction of this project. The 16-inch water line relocation and the concrete deck on the "A" Line Structure. These two problems were probably the biggest factor in the overrun of calendar days on this contract.

It was good to read in your report that the method of stage construction developed for this project handled the traffic without much disruption. Basically, the same staging plan is proposed for the Allen Boulevard Interchange project. We hope that it works as well on that project.

AL:ab
cc: E. L. Hardt

5507
#8558

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DEC 18 1980
NORMA PAULUS
SECRETARY OF STATE

December 17, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8558

Oregon Laborers Employers Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

FILED
DEC 18 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your Notice of Claim dated December 3, 1980, for fringe benefits due to the employees of Laneguard, Inc., working under the jurisdiction of Oregon, Southern Idaho and Wyoming District Council of Laborers in the sum of $2,275.83 which includes liquidated damages of $267.32 against the bond on Contract No. 8558.

The claim states this is in reference to the Ross Bros. Construction, Inc., Contract No. 8558 for work on the Denney Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

We will notify the surety and the prime contractor of the receipt of this claim. We will also forward the Notice to the Secretary of State for filing. This will protect your claim under the bond.

Please advise this office when the claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 22 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

dmc

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON C...
12-23-80 dmc

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: State of Oregon, Dept. of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310
Att: Robert S. Gormsen

Notice is hereby given that the OREGON LABORERS EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Laneguard, Inc., working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of Two Thousand Two Hundred Seventy Five and 83/100 Dollars ($2,275.83) which includes liquidated damages of Two Hundred Sixty Seven and 32/100 Dollars ($267.32) against Bond No. (Not Avail.) issued on July 19, 1977 which Ross Bros. Construction Co., Inc. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and SAFCO Insurance Co. of America, is the surety, for that project known as Contract No. 8558, Denny Road Inter-Change, Washington County, Oregon.

DATED: 12/3/80

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By Fred A. Hughes

Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

#8558. 5505.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 22 1980
NORMA PAULUS
SECRETARY OF STATE

December 17, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8558

AGC - Operating Engineers Trust Funds
P. O. Box 4668
Portland, OR 97208

RECEIVED
DEC 22 1980
NORMA PAULUS
SECRETARY OF STATE

Attention: Gary Harrison
Secertary-Treasurer

Gentlemen:

This will acknowledge your Notice of Claim dated December 2, 1980, for fringe benefits due to the employees of Laneguard, Inc., working under the jurisdiction of International Union of Operating Engineers, Local No. 701, in the amount of $1,105.21 together with liquidated damages of $657.45, plus interest against the bond on Contract No. 8558.

The claim states this is in reference to the Ross Bros. Construction, Inc., Contract No. 8558 for work on the Denney Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward the Claim to the Secretary of State for filing. This will protect your claim under the bond.

Please advise this office when the claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 31 1980
COMMISSION
DEPARTMENT OF TRANSPORTATION

dmc
cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

NOTED ON 12-31-80 - dmc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: State of Oregon, Dept. of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310
Att: Robert S. Gormsen

Notice is hereby given that the AGC - OPERATING ENGINEERS TRUST FUNDS has a claim for fringe benefits due to the employees of LANEGUARD, INC., working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL NO. 701, in the sum of ONE THOUSAND ONE HUNDRED FIVE AND 21/100 DOLLARS ($1105.21), together with liquidated damages of SIX HUNDRED FIFTY SEVEN AND 45/100 DOLLARS ($657.45), together with interest at the rate of ten percent (10%) per annum from date of delinquency until paid, against the bond issued on July 19, 1977, Bond no. on which ROSS BROS. CONSTRUCTION, INC., is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and SAFECO INSURANCE COMPANY OF AMERICA, is the surety, for that project known as CONTRACT NO. 8558, DENNY ROAD INTERCHANGE, Washington County, Oregon.

DATED: December 2, 1980.

ASSOCIATED ADMINISTRATORS, INC.

By _____
Gary Harrison, Secretary-Treasurer
Administrator of AGC - Operating
Engineers Trust Funds
P. O. Box 4668
Portland, Oregon 97208
223-3185

#2558 11-20-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-79(3)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
71104

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 24 '80
REFER TO
11-24. one
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6/1/77	1/24/80	Primary 79 / Secondary 144

GENERAL LOCATION:

Denny Road Interchange

GENERAL DESCRIPTION OF WORK:

Revised CFO #7

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXX~~
~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11/14/80 I approve the revised TEC for CFO #7 to a TEC of $5,411.25 Federal funds $4,643.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11/20/80	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-058

8558

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Denny Road Interchange		WEEK ENDING: 10-11-80
		SECTION PREFIX: 134-1006
HIGHWAY: Beaverton-Tigard		COUNTY: Washington

NAME OF JOB: Denney Road Interchange

KIND OF WORK: Grade, Pave, Structure, Signs, Illumination

CONTRACTOR: Ross Bros. Construction Co.

CONTRACT NUMBER: 8558

FEDERAL AID PROJECT NUMBER: F-79(3)

DATE OF CONTRACT: 6-19-77

DATE WORK STARTED: 7-14-77

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 801

WORK DAYS USED:

CALENDAR DAYS USED: 911

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 114

PROJECT AUTHORIZATION: $4,256,636.91

EXCLUSIVE OF ENGINEERING: $3,963,430.73

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,798,953.54

ESTIMATED PERCENT OVERRUN / UNDERRUN: 4 %

ENGINEERING AUTHORIZATION: $303,206.18

ENGINEERING COST TO DATE: $415,000.00

PERCENT OF AUTHORIZATION: 137 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89

DATE PROJECT WAS COMPLETED: 1-28-80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	Bit. Base	C or B Mix
100	100	100	100			100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
PROJECT	0.69	0.69		0.69	0.69
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.69	0.69		0.69	0.69
TOTAL ESTIMATED QUANTITIES (CONTRACT)	141,000	5,100		12,000	5,200
TOTAL QUANTITIES CORRECTED TO DATE	143,206	6,135		11,583	7,451
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	143,206	6,135		11,583	7,451
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	9457A	13074A	13074B	13074C	16143		
PERCENT	100	100	100	100	100		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No Time Charged			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 15 1980
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job completed 1-28-80. Third notification is still pending due to lack of required documents from contractor. Semi-final was submitted 10-8-80. This will be the last weekly report for the Denney Road project.

Rodriguez
FHW
Construction
Region
File

SIGNED J. W. Odell LOCATION Sylvan

PRIME RESIDENT'S REPORT - 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8558

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 19, 1980

In Reply Refer to
File No CON 5 #8558

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Re: Time Extension Request
Denny Road Interchange
FAP No. F-79(3)
Contract No. 8558

Gentlemen:

Your request for a further extension of contract time on this project has been carefully reviewed. A contract time extension of 58 calendar days is granted due to extra work performed under Price Agreement No. 7, Order for Extra Work Nos. 4, 5 and 6. Additional time is not granted for work done under Price Agreement No. 8, Cantilever Sign Structures, since contract time was not charged during the delay caused by this extra work.

The prosecution of work under this contract was less than satisfactory. We wish to take this opportunity to request a more diligent effort towards timely completion of contract work on future projects.

Please contact Resident Engineer Cochell if you have further questions in this matter.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter
Ed Hardt
Jim Cochell
Bob Church
FHWA (Attach Cochell's report)

RECEIVED
STATE HWY ENGR
AUG 20 '80
REFER TO
FOR
Info | Inves | R/D | D/A | Sgn | Act | File

Form 734-3122

8558

August 1, 1980

A-1 Sandblasting & Steam Cleaning Co., Inc.
6117 N.E. Portland Highway
Portland, OR 97218

COM 5
#8558

Attention: Harlin Corsett
President

Gentlemen:

Thank you for your letter of July 30 informing us that you have received payment in full for your subcontract work in connection with a claim against Ross Bros. Construction, Inc.

This is in connection with Ross Bros. Construction, Inc. Contract No. 8558 for work on the Denney Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

We will note in our records and advise the surety and the contractor that this claim has been settled.

Sincerely,

Robert W. Germeau
COMMISSION SERVICES

kkr

NOTED ON CARD
8-1-80 by kr

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting of

- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N.E. Portland Highway • Portland, Oregon 97218

281-7353

July 30, 1980

Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen

Dear Sir:

In reference to file number CON 5 #8558 this letter is to advise your office that our claim against Ross Bros. Construction, Inc. has been settled. We have received payment in full for our subcontract work done on Denney Road I/C Section of the Beaverton-Tigard Highway in Washington County, Contract OSHD #8558.

Thank you for your assistance in this matter.

Sincerely,

Harlin Cornett

Harlin Cornett, President
A-1 Sandblasting & Steam
Cleaning Co.,Inc.

HC:bb
cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, Oregon 97303

RECEIVED
1

54110-#8558

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 25 1980
NORMA PAULUS
SECRETARY OF STATE

March 24, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#8558

Mr. Gerry Gaydos
c/o Thomas H. Hoyt, P.C.
Law Offices
The Citizens Building
975 Oak Street, Suite 910
Eugene, OR 97401

FILED
MAR 25 1980
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Gaydos:

This will acknowledge receipt of your letter dated February 18 and the attached notice of claim in the amount of $12,042.13 for equipment and labor. This is in behalf of your client, Hamilton Electric, Inc.

The letter and claim are in connection with Ross Bros. Construction, Inc. Contract No. 8558 on the Denney Road Interchange, Beaverton-Tigard Highway in Washington County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of your claim by copy of this letter. We will also forward the notice of claim to the Secretary of State for filing.

Please advise us when this claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:kkr
cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd., North
Salem, OR 97303

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

RECEIVED
MAR 27 19[illegible]
COMM[illegible]NICES
DEPARTMENT OF TRANSPORTATION

bcc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

THOMAS H. HOYT, P.C.
LAW OFFICES
THE CITIZENS BUILDING
975 OAK STREET, SUITE 910
EUGENE, OREGON 97401

THOMAS H. HOYT
GERRY GAYDOS
DONALD J. CHURNSIDE

TELEPHONE
(503) 485-5151

February 18, 1980

Mr. Cecil Head, Manager
Commission Services
Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Oregon State Highway Division Contract
No. 8588 -- Denny Road Interchange

Dear Mr. Head:

Enclosed is Hamilton Electric, Inc.'s Notice of claim pursuant to ORS 279.526 and ORS 279.528.

Very truly yours,

THOMAS H. HOYT, P.C.

Gerry Gaydos

GG:1
enclosure

cc(w/enc): Ross Brothers Construction
(w/enc): Hamilton Electric, Inc.

RECEIVED
FEB 11 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

N O T I C E

TO: Mr. Cecil Head, Manager
Commission Services
Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned Hamilton Electric, Inc., an Oregon corporation, has a claim for certain traffic signal equipment, illumination equipment and equipment supporting the same, and labor which all were required pursuant to a subcontract with Ross Brothers Construction Company which was the contractor in Oregon State Highway Division Contract No. ~~8588~~ 8558 in the sum of $12,042.13 against a bond taken from Safeco Insurance Company of America as surety for materials supplied to Ross Brothers Construction Company pursuant to its said contract with Hamilton Electric, Inc. dated July 12, 1977.

HAMILTON ELECTRIC, INC.

By _____
Emerson Hamilton
Secretary

The correct File number is 8558 - and it was changed this date by Robert Gunsen ODOT March 11, 1980

RECEIVED
MAR 11 1980
COMMISSION SERVICES
Department of Transportation

8558

L

March 24, 1980

Mr. William J. Keys
Attorney at Law
1025 Yeon Building
522 S.W. 5th Avenue
Portland, OR 97204

COM 5
#8558

Dear Mr. Keys:

This will acknowledge your Notice dated March 4, 1980, on behalf of Western Concrete Pumping, Inc., concerning Contract No. 8558 with Ross Bros. Construction, Inc.

The Notice stated that you wish to withdraw a claim filed against the contractor for labor and equipment in the amount of $3,298.75.

We will clear our records and notify the contractor, the surety, and the Secretary of State concerning this withdrawal.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:kkr

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd., N.
Salem, OR 97303

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc: Secretary of State

3/24/80
notice
on C-4
421

N O T I C E

TO: Oregon State Highway Division
Secretary of State of Oregon
Ross Bros. Construction, Inc.

RE: State Contract No. 8558
County: Washington
Highway: Beaverton-Tigard
Section: Denny Road Interchange
Kind of Work: Grade, Pave, Structures, Signing & Illum

You are hereby notified that the notice by Western Concrete Pumping, Inc. dated July 11, 1979 in regard to the above matter, which notice was filed pursuant to Or. Rev. Stat. §279.528 et seq. is hereby withdrawn. The parties have agreed that the amount claimed thereunder due by Ross Bros. Construction, Inc. in the sum of $3,298.75 can be resolved between the parties by other means and no claim will be filed against said bond.

DATED this 4 day of March, 1980.

William J. Keys, Attorney for
Western Concrete Pumping, Inc.

RECEIVED
MAR 11 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8558

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-29-80

FEDERAL AID PROJECT NO.: F 79 (3)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71104

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

3/14/80
Orig

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO
Moehring
FOR
Info | Inves | P/D | D/S | Sign | Wrt | File

DATE P&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	1-24-80	Primary 79	Secondary 144

GENERAL LOCATION:

Denny Road Interchange

GENERAL DESCRIPTION OF WORK:

Adjust water line by city forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 1-24-80, as requested in Mr. Keasey's letter of 2-20-80 as being in the public interest for the use of City Forces to proceed with the above work. Work as represented by State Force Order no. 7 is approved for TEC NTE $1,000, Federal Funds $858.00.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-29-80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-831-488

1551 5414

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 31980
NORMA PAULUS
SECRETARY OF STATE

February 29, 1980

IN REPLY REFER TO
FILE NO.
CON'S
#8558

A-1 Sandblasting & Steam Cleaning Co.
6117 N.E. Portland Highway
Portland, OR 97218

Attention: Harlin Cornett, President

RECEIVED
MAR 31980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter dated February 20, 1980, stating that Ross Bros. Construction, Inc. owes you for subcontract work in the amount of $3,238.47.

This appears to be in connection with the Ross Bros. Construction, Inc., Oregon State Highway Contract No. 8558, Denney Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of your claim and will also forward the claim to the Secretary of State's Office for filing.

Please advise this office when the claim has been settled.

Sincerely,

RW Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RWG:kkr
cc: Safeco Ins. Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
COMM...
DEPARTMENT OF TRANSPORTATION

Noted on card
Imc 3-31-80

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting of

- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N.E. Portland Highway • Portland, Oregon 97218

281-7353

February 20, 1980

Oregon State Highway Division
121 Transportation Building
Salem,Oregon 97310

Attention: Cecil Head

Dear Sir:

This is to give notice that A-1 Sandblasting & Steam Cleaning Co.,Inc. has a claim for subcontract work balance against Ross Bros. Construction , Inc. in the sum of Three Thousand Two Hundred Thrity-eight Dollars and Forty-seven Cents ($3,238.47). This work concerning Oregon State Highway Division Contract No. 8558, Denny Road Interchange Sect. Beaverton-Tigard Highway.

Sincerely,

Harlin Cornett

Harlin Cornett, President
A-1 Sandblasting & Steam Cleaning
Co.,Inc.

HC/bb

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, Oregon 97303

RECEIVED
FEB 28 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8558

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project F-79(3)
Denny Road Interchange
Time Extension Request

Date: February 6, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer

For the reasons outlined in Mr. Jackmond's January 31, 1980 letter, we concur in the 123.5 calendar day extension of contract time on the subject project.

for G. L. Green

OSHD (O B Jackmond)

RECEIVED
STATE HWY ENGR
FEB 8 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

#8558

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8558

January 31, 1980

NOTED
H. S. COULTER

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Gentlemen:

Re: Time Extension Request
Denny Road Interchange
FAP No. F-79(3)
Contract No. 8558

Your request for additional contract time on the above project has been very carefully reviewed. A time extension of 126½ calendar days is granted due to detour unavailability, engineering errors associated with piling at bent B-4 and "A" line embankment, and a "stop work" order during the 1978 Fourth of July weekend.

Additional time was not granted for the embankment correction work on the "C" and "DR" lines since this work did not delay project completion. Time was not granted for the claimed power and gas company delays since neither our records nor the utility companies' records substantiate the delays.

If you wish to submit additional data or review this matter further, please contact Resident Engineer Cochell.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Ed Hardt
Jim Cochell
Enrique Rodriguez
FHWA

RECEIVED
STATE HWY ENGR
FEB 5'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5 #8558

January 31, 1980

FROM: O. B. Jackmond
Contract Administration Engineer

TO: Glen L. Green
Division Administrator
Federal Highway Administration

SUBJECT: Time Extension Request
Denny Road Interchange
FAP No. F-79(3)
Contract No. 8558

Ross Bros. Construction, Inc., contractor on the above project, has requested an extension of contract time. Significant contract times and dates are:

Contract awarded	July 19, 1977
Contract time specified	675 calendar days
Time used to 1-1-80	883 calendar days

The contractor claims delays of 225 calendar days due to detour unavailability; one calendar day due to erroneous staking for piling on bent B-4; 10 calendar days due to an error in embankment staking on the "A" line; 11 calendar days due to power company transformer problems preventing the activation of the detour illumination; 10 calendar days due to a strike by gas company employees which prevented gas line adjustment work at DR 3 and at Fanno Creek Bridge; five calendar days due to a "stop work" order during the 1978 Fourth of July weekend; and seven calendar days due to an embankment staking error on the "C" line. The total delays claimed amount to 269 calendar days.

The claimed delay due to detour unavailability is by far the largest delay claimed. This project required stage construction, part of which called for the construction of a detour for the existing Denny Road traffic. Reconstruction activities on Denny Road could not be accomplished until traffic was diverted to the detour route. The contract also called for a 16-inch City of Beaverton water main to be installed within the embankment of the detour. Construction of the detour and installation of the water line was essentially completed when, on October 10, 1977, heavy rains and flooding conditions in Fanno Creek combined to wash out portions of the embankment

supporting the detour and the water line. A combination of the time required to develop satisfactory corrective work and winter weather prevented the contractor from returning to complete the detour until May 20, 1978. This equates to a delay of 224 calendar days. Not all contract work was delayed due to the unavailability of the detour. A detailed estimate indicates that 53 percent of the contract was not available to the contractor due to the detour delay. Therefore, a time extension of 119 calendar days (224 x 0.53) should be granted due to the detour and FHWA participation in this time extension is requested.

The claimed delays due to engineering errors in staking piling on bent B-4 and in staking the "A" line embankment are valid claims except that the time lost on the "A" line embankment was actually five calendar days. These delays amount to a total of six calendar days and were concurrent with the above described detour delay. Therefore, a time extension of three calendar days (6 x 0.47) will be granted for engineering error delays. FHWA participation is not requested for these delays.

Delays claimed due to power company transformer problems (11 calendar days) and gas company employee strike do not appear valid. Our field engineers cannot verify any delay due to transformer problems either in our records or those of the power company (PGE). Information obtained from the gas company indicates that their employee strike was "the first week of April, 1978, and for five weeks thereafter". The gas company employee strike was ended approximately one month prior to the claimed delay and occurred during the detour delay time period. These claimed delays should therefore be denied.

A "stop work" order was issued during the 1978 Fourth of July weekend. Contract time should not have been charged from noon Friday through the following Tuesday, the actual duration of the "stop work" order. This time should be granted and FHWA concurrence is requested.

The delay of seven calendar days due to an embankment staking error on the "C" line is not valid. An engineering error was made and embankment was reconstructed as a result. However, this embankment work was not critical path work and did not delay overall project completion. This request should be denied.

In summary, the State is prepared to grant a 126½ calendar day time extension due to detour delays - 119 calendar days; engineering error delays - three calendar days; and a "stop work" order - four and one-half calendar days. FHWA concurrence is requested for 123½ calendar days of this extension of contract time.

This project is not complete and it is anticipated that the contractor will submit another time extension request for delays claimed subsequent to the time period covered by the present request.

OBJ:fr
cc: H. S. Coulter
Ed Hardt
Jim Cochell
E. Rodriguez

8558

Files B

ROW 18-2

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities DEPT

378-6511 TELEPHONE

TO: J. B. Boyd
Right of Way Manager

DATE: November 30, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SW Denny Road Interchange Section
Beaverton-Tigard Highway
Washington County
R/W File No. 49129

RR 876
Approved by Boyd 7/25/79

Attached is a November 28th letter from Mr. Engelbert transmitting the fully executed easement and signed voucher for the subject project. He has requested recording data for the easement.

Would you please process the easement and voucher. When you have the recording data, it should be sent to me for transmittal to the railroad. The original copy of the easement should at that time be transmitted to C. W. Head for his records.

RDT:mm

Attachments

cc: E. L. Hardt w/attch.
Jim Cochell w/attch.
C. W. Head w/attch.
Ken Rolfe w/attch.

RIGHT OF WAY ADMINISTRATION
RECEIVED
DEC 10 1979
M AM ADM RBR CA RS
AS CE OS IA

NOTED
C. W. HEAD

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

H. D. FISHER
SUPERINTENDENT
R. I. MELBO
ASSISTANT SUPERINTENDENT
E. A. HOWDEN
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
REGIONAL ENGINEER
R. A. ENGELBERT
AREA ENGINEER

November 28, 1979

GMO 93433

Mr. Roger D. Trygstad
Railroad & Utility Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Trygstad:

Referring to your letter October 1, regarding return of fully executed easements and signed voucher for the S.W. Denny Road Interchange Section, Beaverton-Tigard Highway, your file No. 49129.

Attached for your file is copy of fully executed indenture and signed voucher as requested. If this document is recorded, please furnish recording data for our records.

Yours truly,

R. A. Engelbert
BL

Attach.

RLJ/md

RECEIVED
1979
RR & UTILITY UNIT

Form 81-734, 1022R (Rev. 11-73)

VOUCHER
THE STATE OF OREGON

To Southern Pacific Transportation Company Dr.

% State Highway Right of Way Section

Date Vouchered	NATURE OF CLAIM	AMOUNT	
	For real property and interests acquired for the State of Oregon by the Oregon State Highway Division as per details attached:	$ 31,400	00
	File 49129 Denney Rd. Interchange, Allen Ave. -- Beaverton-Tigard Highway Total consideration $31,400.00		

APPROVED FOR THE TRANSPORTATION COMMISSION ON

(Date)

under delegated authority exercised by:

(Name)

(Title)

Approved for payment:

Assistant Right of Way Engineer

Proj. No.

COST DISTRIBUTION		
	$	
Total	$	

The undersigned hereby certifies that the foregoing account of the above-stated claim is correct and just, that the item set forth have been delivered to the State of Oregon, and that no part of the said claim has heretofore been paid.

PERSON MAKING CERTIFICATION SIGN HERE E. A. Hunt (Name)

Contract Dept.

Date Vouchered

For real property and interests acquired for the State of Oregon by the Oregon State Highway Division as per details attached:	$ 31,400	00

File 49129

Denney Rd. Interchange, Allen Ave. -- Beaverton-Tigard Highway

Total consideration $31,400.00

APPROVED FOR THE TRANSPORTATION COMMISSION ON

(Date)

under delegated authority exercised by:

(Name)

(Title)

Approved for payment:

Assistant Right of Way Engineer

Proj. No.

COST DISTRIBUTION		
	$	
Total	$	

The undersigned hereby certifies that the foregoing account of the above-stated claim is correct and just, that the item set forth have been delivered to the State of Oregon, and that no part of the said claim has heretofore been paid.

PERSON MAKING CERTIFICATION SIGN HERE E. O. Nunes

(Name)

Contract Dept.

Warrant No. *Issued in payment of th within claim*

8501

5370

FILED
JUL 25 1979
NORMA PAULUS
SECRETARY OF STATE

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

IN REPLY REFER TO
FILE NO:

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 24, 1979

RECEIVED
JUL 25 1979
NORMA PAULUS
SECRETARY OF STATE

Kissling & Keys
Attorneys at Law
522 S.W. 5th Avenue
Portland, OR 97204

Gentlemen:

This will acknowledge receipt of Western Concrete Pumping, Inc.'s claim dated July 11, 1979, for labor and equipment in the amount of $3,298.75 against Ross Bros. Construction, Inc.

This appears to be in reference to the Ross Bros. Construction, Inc., Contract No. 8558 for work on the Denney Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Sincerely,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
8-17-79

CWH:dda

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

RECEIVED
JUL 31 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc Secretary of State ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C W HEAD

FORM 731-0027

N O T I C E

TO: Oregon State Highway Division
Secretary of State of Oregon
Ross Bros. Construction, Inc.

RE: State Contract No. 8558
County: Washington
Highway: Beaverton-Tigard
Section: Denny Road Interchange
Kind of Work: Grade, Pave, Structures, Signing & Illum.

Notice is hereby given, pursuant to Or. Rev. Stat. §279.528 et seq that the undersigned, WESTERN CONCRETE PUMPING, INC. has a claim for labor furnished and equipment furnished (see attached invoices marked B1, B2, B3, B4 and B5, included by reference herein) based upon the supplying of a concrete pumping rig and its operator, in the sum of $3,298.75 against ROSS BROS. CONSTRUCTION, INC., 3501 Brooklake Road N.E., Salem, Oregon 97303; the contract of the job referenced above, to be made against the bond taken from Ross Bros. Construction, Inc. for the work referenced above.

Further, pursuant to Or. Rev. Stat. §82.010 (1)(a), the amounts are to bear interest at six percent (6%) per annum from thirty (30) days from the date of the invoice. Further, pursuant to the written contract between the parties appearing on the invoices of Western Concrete Pumping, a claim will be made for attorney's fees in the sum of $1,200.00 and court costs against the bond in the event that an action is instituted to collect the sums due.

DATED this 11 day of July, 1979.

WESTERN CONCRETE PUMPING, INC.

BY: William A. Pastor V.P.
William A. Pastor, Vice-President

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
Cec Heard
FOR
Info | Invest. | B/D | D/R | Sec | Act | File

7-16 ok to issue Contract

RECEIVED
JUL 16 1979
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

OREGON

INVOICE

Unitron

CONCRETE PUMPING, INC.

P.O. BOX 23415 • TIGARD, OREGON 97223 • Telephone 503/639-5228

WASHINGTON

B1

SOLD TO

Ross Bros Constr. Co.

3501 Brooklake Rd.

Salem, Ore. 97309

DATE May 30 19 7

Steve 30

OPERATOR

JOB ADDRESS

217 & Denny Rd

DATE	YOUR ORDER NO.	DESCRIPTION		AMOUNT
5-30		5 ½ hrs	@ 70.00	385.00
		Travel		35.00
		Slurry		7.00
		41 yds	@ 1.25	51.25
			TOTAL	478.25

UNITRON CONCRETE PUMPING, INC.

P O BOX 23415

TIGARD, OREGON 97223

Date 5-

PUMP

Operator

Account of

Address

Job No

Left Shop a m

Set Up a m

Job Started a m

Left Job a m

Move In

Rate/hr

All 100 ft Booms 4 hr min.

Arrived Job

Contractor Ready

Job Finished

Arrived Shop

RESPONSIBILITIES OF ASSIGNEE

NOTICE AND WAIVER

ACCEPTED AND
AUTHORIZED BY

TO Salem, Ore. 97309

JOB ADDRESS 217 & Denny Rd

DATE	YOUR ORDER NO.	DESCRIPTION		AMOUNT
5-30		5 ½ hrs	@ 70.00	385.00
		Travel		35.00
		Slurry		7.00
		41 yds	@ 1.25	51.25
			TOTAL	478.25

UNION
CONCRETE PUMPING INC.
P.O. BOX 23415 TIGARD, OREGON 97223 639-5223

PUMP 30 Meter

Operator Lloyd

Account of Lloyd Rhodes

Address 5174 Rosedale Dr

Job No

Date 5-30 19 80

Concrete Reg-Lt. Wt.

Left Shop 7:15 a.m.

Set Up 8:00 a.m.

Job Started 8:00 a.m.

Left Job 1:30 p.m.

Move In

All 100 ft. Booms 4 hr. min.

Arrived Job 7:45 a.m.

Contractor Ready 8:00 a.m.

Job Finished 1:30 p.m.

Arrived Shop a.m.

Rate/hr.

RESPONSIBILITIES OF CUSTOMER

A. To provide adequate access for the safe operation of the pumping equipment.

B. To provide adequate support for the pumping equipment.

C. To provide adequate clearance for the safe operation of the pumping equipment.

D. To provide adequate supervision for the safe operation of the pumping equipment.

E. To provide adequate protection for the safe operation of the pumping equipment.

NOTICE AND WAIVER Because of the hazards and risks involved in the operation of concrete pumping equipment, it is necessary that the customer be aware of and assume responsibility for the following:

G. The customer shall be responsible for any damage to the pumping equipment caused by the customer's failure to provide adequate access, support, clearance, supervision, or protection for the safe operation of the pumping equipment.

H. The customer shall be responsible for any damage to the pumping equipment caused by the customer's failure to provide adequate access, support, clearance, supervision, or protection for the safe operation of the pumping equipment.

ACCEPTED AND AUTHORIZED BY

OREGON

INVOICE

We Ream
CONCRETE PUMPING, INC.

P.O. BOX 23415 • TIGARD, OREGON 97223 • Telephone 503/639-5228

WASHINGTON

B2

No 2349

SOLD TO

Ross Brothers Const. Co.
3501 Brooklake Rd.
Salem, Ore. 97309

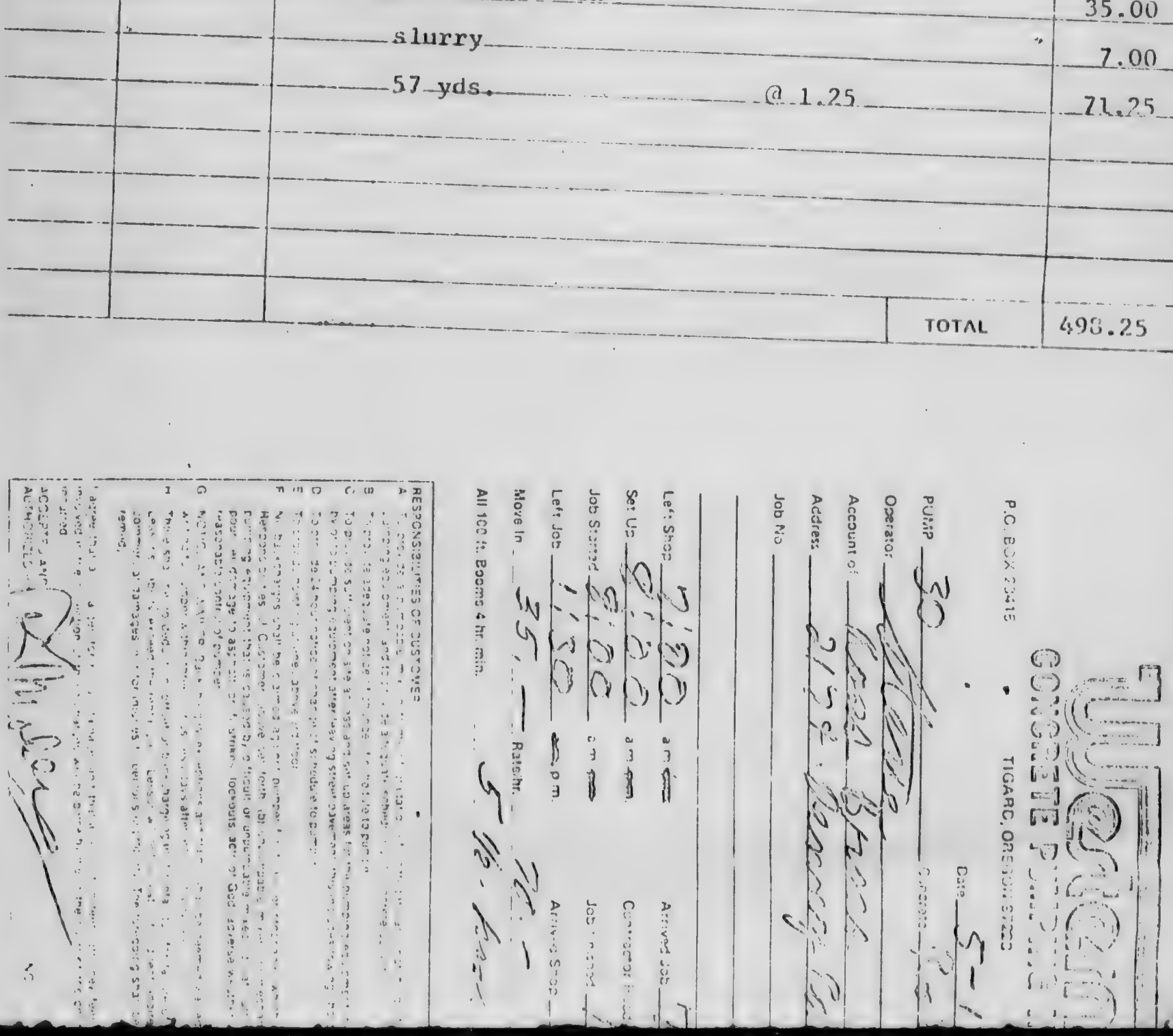
DATE 5-17 19 79

OPERATOR Steve 30

JOB ADDRESS

217 & Donny Rd.

DATE	YOUR ORDER NO	DESCRIPTION	AMOUNT
-17		5½ hrs. @ 70.00	385.00
		Travel move in	35.00
		slurry	7.00
		57 yds. @ 1.25	71.25
		TOTAL	498.25



D
T
O

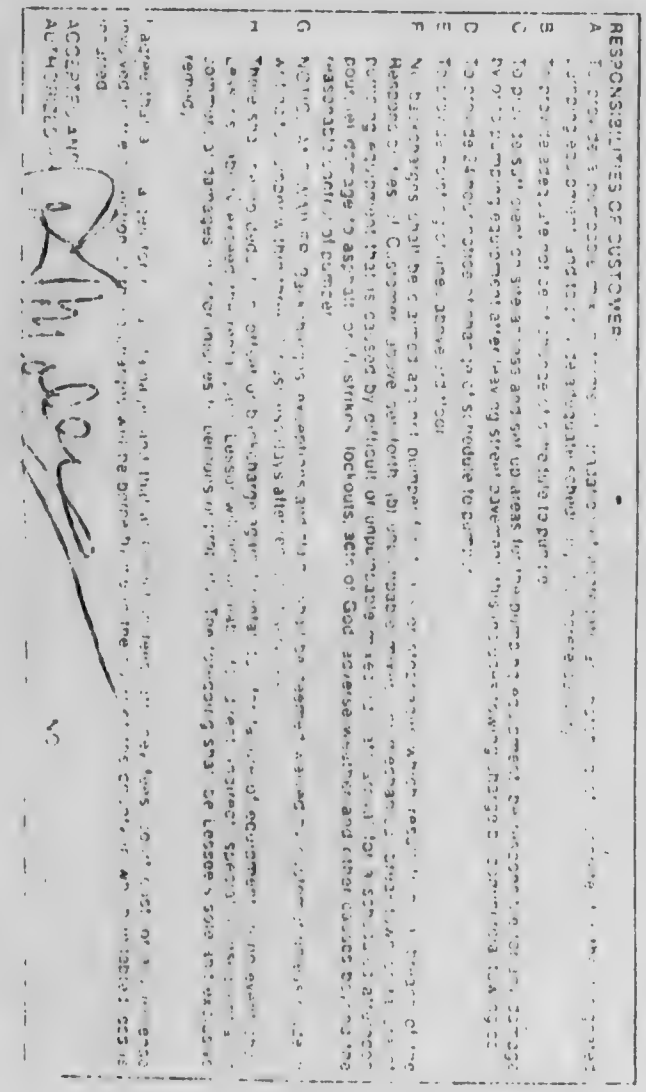
3501 Brooklake Rd.

Salem, Ore. 97309

JOB ADDRESS

217 & Denny Rd.

DATE	YOUR ORDER NO	DESCRIPTION	AMOUNT
-17		5½ hrs. @ 70.00	385.00
		Travel move in	35.00
		slurry	7.00
		57 yds. @ 1.25	71.25
		TOTAL	498.25



OREGON

INVOICE

Western
CONCRETE PUMPING, INC.

P.O. BOX 23415 • TIGARD, OREGON 97223 • Telephone 503/639-5228

WASHINGTON

B3

SOLD TO
Ross Bros. Const. Co.
3501 Brooklake Rd.
Salem, Ore. 97309

DATE 5-3 19 79

OPERATOR Bob 25

JOB ADDRESS
217 & Denny Rd.

DATE	YOUR ORDER NO.	DESCRIPTION		AMOUNT
5-3		10½ hrs.	@ 70.00	735.00
		Travel		35.00
		Slurry		7.00
		285 yds.	@ 1.25	356.25
				$ 1,133.2
			TOTAL	

P.O. BOX 23415 • TIGARD, OREGON 97223

DATE 5-3-

PUMP Bob 25 Concrete

Operator

Account of

Address 217 + Denny Rd.

Job No.

Left Shop am pm Arrived Job am pm

Set Up am pm Completed Pump am pm

Job Started am pm Job Finished am pm

Left Job am pm Arrived Shop am pm

Move In 3½ hrs.

10 1/2 hrs

Remarks

RESPONSIBILITIES OF CUSTOMER

SOLD TO

Ross Bros. Const. Co.

3501 Brooklake Rd.

Salem, Ore. 97309

OPERATOR Bob 25

JOB ADDRESS

217 & Denny Rd.

DATE	YOUR ORDER NO.	DESCRIPTION	AMOUNT
5-3		10½ hrs. @ 70.00	735.00
		Travel	35.00
		Slurry	7.00
		285 yds. @ 1.25	356.25
			$ 1,133.2
		TOTAL	

UNITED CONCRETE PUMPING, INC.

P.O. BOX 23415 • TIGARD, OREGON 97223 633-5223

PUMP 25 Date 5-3 19 75

Operator Bob Concrete Ross

Account of Ross Bros.

Address 217 + Denny Rd.

Job No

Left Shop 6:45 am pm Arrived Job 7:45 am pm

Set Up 7:45 am pm Concrete Started 7:45 am pm

Job Started 7:45 am pm Job Finished 8:45 am pm

Left Job 8:45 am pm Arrived Shop am pm

Move In 25 min

10 1/2 Hrs.

Remarks

RESPONSIBILITIES OF CUSTOMER:

INVOICE

OREGON

Western
CONCRETE PUMPING, INC.

WASHINGTON
B4

P.O. BOX 23415 • TIGARD, OREGON 97223 • Telephone 503/639-5228

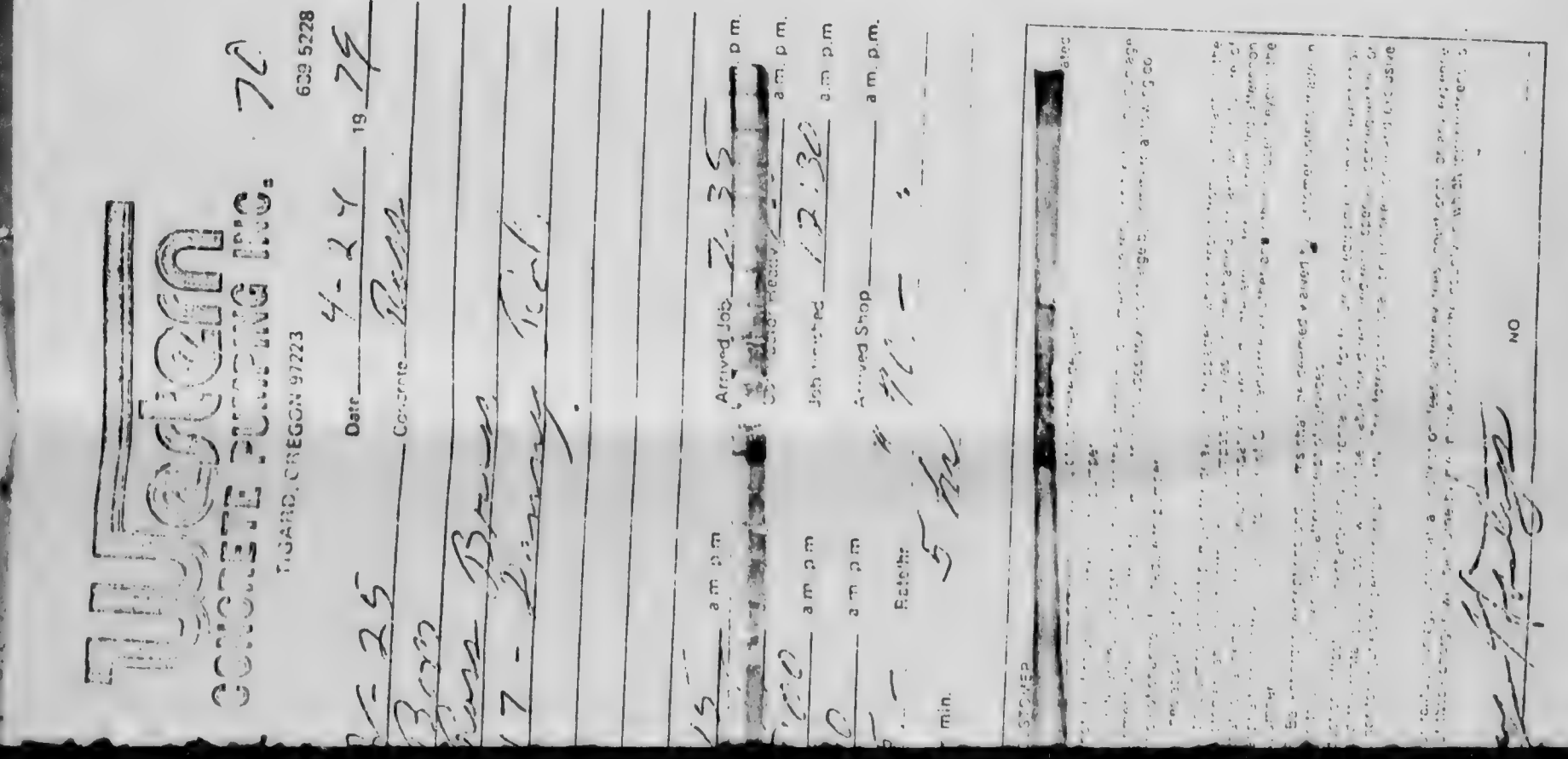
DATE April 24 1979

SOLD TO
Ross Brothers Constr. Co.
3501 Brooklake Rd.
Salem, Oregon 97309

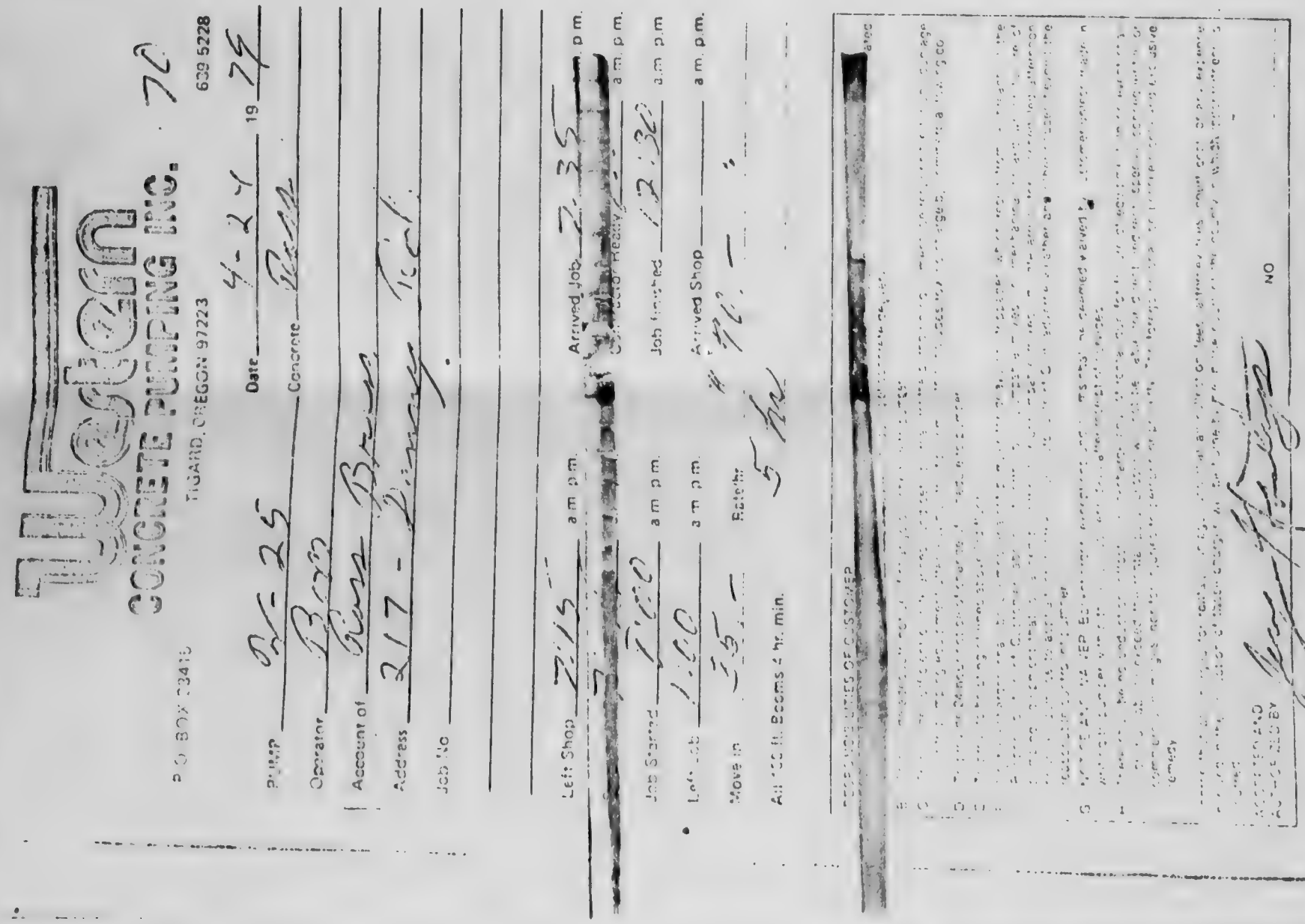
OPERATOR Bob 25

JOB ADDRESS
217 & Denny Rd.

DATE	YOUR ORDER NO.	DESCRIPTION	AMOUNT
4-24		5 hrs @ 70.00	350.00
		Travel	35.00
		Slurry	7.00
		70 yds @ 1.25	87.50
		TOTAL	479.50



DATE	YOUR ORDER NO.	DESCRIPTION	AMOUNT
4-24		5 hrs @ 70.00	350.00
		Travel	35.00
		Slurry	7.00
		70 yds @ 1.25	87.50
		TOTAL	479.50



OREGON

INVOICE

Western
CONCRETE PUMPING, INC.

WASHINGTON

B5

P.O. BOX 23415 • TIGARD, OREGON 97223 • Telephone 503/639-5228

SOLD TO

Ross Brothers Construction Co.
3501 Brooklake Rd.
Salem, Oregon 97309

DATE April 2 19 79

OPERATOR Steve 30

JOB ADDRESS

Hwy 217 & Denny Rd.

DATE	YOUR ORDER NO.	DESCRIPTION		AMOUNT
4-2		7 ½ hrs	@ 70.00	525.00
		Travel		35.00
		Slurry		7.00
		114 yds	@ 1.25	142.50
			TOTAL	709.50

RECEIVED BY CUSTOMER

RESPONSIBILITIES OF CUSTOMER

Left Shop
Set Up
Job Started
Left Job
Move In

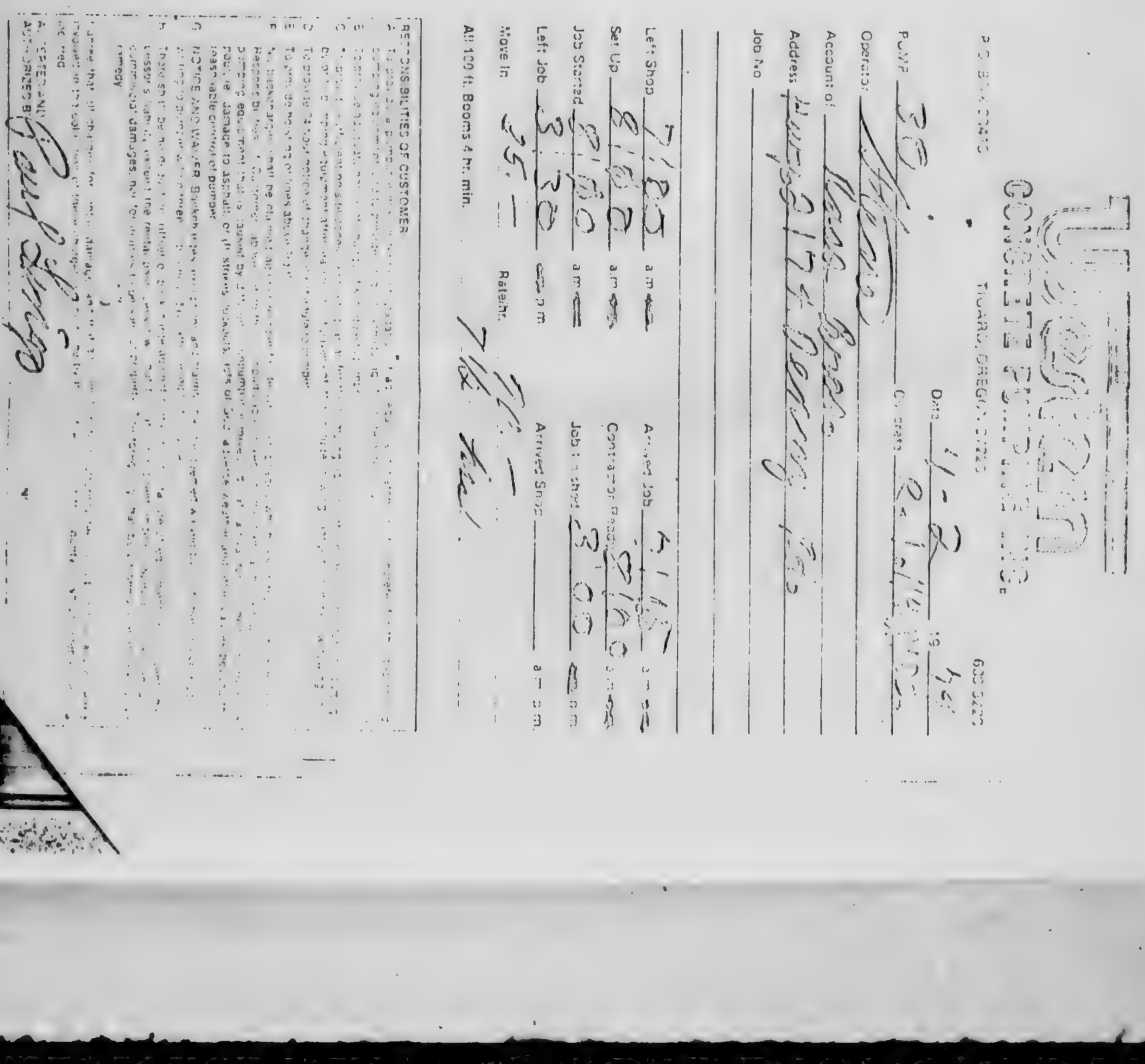
Arrived Job
Completed Pumping
Job Finished
Arrived Shop
Ralphs

All 100 ft. Booms 4 Hr. min.

TO 3501 Brooklake Rd.
Salem, Oregon 97309

JOB ADDRESS Hwy 217 & Denny Rd.

DATE	YOUR ORDER NO.	DESCRIPTION		AMOUNT
4-2		7 ½ hrs	@ 70.00	525.00
		Travel		35.00
		Slurry		7.00
		114 yds	@ 1.25	142.50
			TOTAL	709.50



8558

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-25-79

FEDERAL AID PROJECT NO. U-F-79(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RF-126 & U-168

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 2'79
REFER TO
FOR

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-23-79

FEDERAL ROUTE NUMBER Primary 79

STATE ROUTE NUMBER Secondary 144

GENERAL LOCATION:
Allen Avenue and Denny Road Interchanges

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 16, 1979, I approve the revised preliminary engineering costs to a TEC of $532,000 with Federal participation limited to $456,452. (Increase $32,000 - Federal Funds $27,455.)

DATE 7-23-79

SIGNATURE OF APPROVING OFFICIAL D K Hoosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

July 16, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. U-168
Project No. U-F-79(2)
Denny Road, Int. & Allen Blvd. Int.
Washington County

I hereby request your approval of a minor program change, based on the attached justification dated 7-12-79 for additional preliminary engineering expenditures of $32,000.00 with $27,455.00 in federal funds.

RHZ:fkc
Attachment

cc: F. E. Terpin

8558

Department of Transportation
STATE HIGHWAY DIVISION

DATE: April 4, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: George Hopkins
Field Engineer (Structures)

SUBJECT: Denny Road Interchange
Oregon Project F-79(3)
Inspection Report No. 11
Contract #8558

Conditions such as those outlined by R. W. Pillsbury in Inspection Report #11 are of major concern to me.

Investigation of this incident indicates that it was the result of our inspector accepting the project superintendent's promise to properly install the curing system and failing to check back so as to be sure that it had been done.

I'm sure that this crew has learned a lesson from this incident and will not allow a reoccurrence.

A copy of Marion Craft's report is attached for your information.

GH:mk

bc: H. S. Coulter/att.
Marion Craft

RECEIVED
STATE HWY ENGR
APR 5'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734 3123

Keepey Richards
Jackmond Berg
Hopkins Widmer
Williams
Johnsen Gebauer
Glenn Church

RECEIVED
APR 2 1979
CONSTRUCTION BRANCH

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
March 30, 1979

FILE: CON 5

FROM: MARION CRAFT
Region Construction Engineer

TO: GEORGE HOPKINS
Field Engineer (Structures)

SUBJECT: DENNEY ROAD INTCHGE.
Contract No. 8558
FHWA Inspection Report No. 11

The deck for the Fanno Creek structure was poured on February 28, 1979, and was finished late that night (6 or 7 p.m.).. The inspectors on the job were scheduled to attend the bridge inspectors workshop the next day on March 1, and after getting assurance from the contractor that he would have a sprinkling system going the first thing the next morning, Rodriguez told the inspectors to go ahead and go to the inspectors school. Hank was in his office when Cochell called about the problem as observed by Pillsbury and Bryant, and got with the contractor right away. There was a garden hose, with water, on the job, but this is admittedly inadequate, although the deck had been watered down. By noon a permanent sprinkling system had been set up and was operating.

Hank is generally very conscious of curing requirements, and has properly informed his inspectors to see that it gets done.

I think a series of unfortunate incidents caused this particular curing problem. I've talked to Hank, and his inspectors and they are well aware of the importance of adequate curing. We mentioned the fact that the contractor should be made aware that if he isn't ready to cure, he isn't ready to pour. I don't think anything else needs to be done. There was no damage to the structure and I'm sure this sort of thing will not happen again.

MC/gw
cc: Hank Rodriguez w/attachment

8558

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 5, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project F-79(3)
Denny Road Interchange
Inspection Report No. 11

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Attached is Inspection Report No. 11 prepared March 1, 1979.

Comments on curing and finishing are brought to your attention.

for G. L. Green

Attachment

cc:
OSHD (C T Keasey)
OSHD (E S Hunter)

RECEIVED
STATE HWY ENGR
MAR - 7'79
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—625-055

STATE COPY

cc: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

cst

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	11	Washington	Oregon

IN COMPANY WITH

Jim Cochell, Res Engr, OSHD; W. N. Bryant, Area Engr, FHWA.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3-1-79	R. W. Pillsbury	F-79(3)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
See below	See below	85 %	70 %

DENNY ROAD INTERCHANGE

Work Completed:

Clearing	95%	Bridge 9457A	78%
Drainage	58%	13074A	59%
Grading	81%	13074B	98%
Base	37%	13074C	98%
Bit Base	16%	16143	73%
Class B or C	25%		

Work in Progress:

Small crew stripping stem forms in center area of main structure.

Findings & Recommendations:

The progress of work is lagging the time used. In several weeks much of the lag will be made up when the remaining concrete is poured and the bridge work is completed. The continuing wet weather may hamper completion of grading and paving and the opening of the job, however.

The deck of Fanno Creek mainline structure was poured the day prior to the inspection. At the time of the inspection there was no curing in process, nor evidence of a sustained cure since pouring. There was a garden hose stretched over to the end of the bridge, but that was all. After returning to Mr. Cochell's office, a telephone call was placed to the bridge engineer and he was directed to get water on the deck. Approximately 1½ hours later Mr. Bryant and I again drove by the bridge and still found no evidence of curing. Mr. Craft was called in the afternoon, but he was out.

The Fanno Creek structure has a sidewalk along the north side of the deck. The finishing machine only finished up to the walk and the walk should have been hand finished. Instead, the workers evidently used it as a work area, judging from the footprints cast in the concrete. This is poor practice as the reinforcing steel is probably pushed down and the top surface may

(more)

cause problems when the walk slab is poured. I would recommend a thorough cleaning of the surface, with sandblasting to clean off the laitance, to have an acceptable bonding surface.

The work on the main bridge appeared satisfactory.

144

NOTED
D. O. Christensen

Salem, Oregon
January 30, 1979

Duane O. Christensen
Final Design Engineer

J. W. Cochell
Resident Engineer

Sign Revision
Denney Road Interchange
Beaverton-Tigard Highway
Washington County
Contract No. 8558

As you are probably aware, a contract is proposed to add a southbound exit ramp to Scholl's Ferry Road at the Progress Interchange. It is planned to also change the routing to "Oregon 210" to the new exit ramp and delete it from the exit ramp to Beaverton-Tualatin Highway.

In the contract for Denny Road Interchange, Sign No. 4 has the legend "Route Shield 210, Progress & Exit ½ Mile". To simplify the revisions for completion of the Progress Interchange project, we request that Sign 4 be revised by (1) removing the route shield, (2) remove the legend "Progress" and (3) reinstall the legend "Progress" at the same vertical spacing and word length approved for same, with a horizontal spacing to borders of 48-3/8 inches.

It is our understanding that the sign has been fabricated and the work will have to be accomplished by price agreement, which can possibly be added to the one for revision of Signs 2 and 7. As we will have to pay for the route shield, please have it delivered to you for use on the Progress Interchange contract as state furnished.

WGB:cj

cc: C. T. Keasey
E. L. Hardt
E. Rodriquez
W. G. Beard

144

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
January 12, 1979

Duane O. Christensen
Final Design Engineer

C. T. Keasey
Construction Engineer

Revisions of Permanent Signing
Denney Road Interchange
Beaverton-Tigard Highway
Washington County
Contract No. 8558

Decisions were made to change the north and southbound break point sign supports on the above named project from ground-mount to overhead. They would then be in keeping with the other break point sign supports on this highway - present and future.

Attached find revised Title Sheet, Sheets 2H and 2H2 plus Br. Drwg. Nos. 34032 and 34033.

The steel breakaway sign supports required by the contract plans have been fabricated and would therefore become a cost to us and should be delivered. Revision of fabricated signs is also necessary and that information was submitted to Jim Cochell, Resident Engineer, by letter dated December 5, 1978, of which you received a copy, and we presume that work has been accomplished.

Estimated quantities of structural steel and concrete footings are respectively: Sta. 241+00 Rt. 5,500 pounds and 9.8 cu. yds.; Sta. 264+55 Lt. 7,300 pounds and 11.2 cu. yds. It will be necessary to institute price agreements for fabrication of the cantilever sign structures and construction of the concrete footings. We suggest that reasonable prices would be $2.15 per pound of steel and $300-$350 per cu. yd. of concrete.

Details and estimate for the required sign illumination equipment are not at present available from the Structures Section and will be submitted to you by them when prepared.

WGB:ab
Attachments
cc: W. J. Hart
J. Cochell
W. G. Beard
E. L. Hardt

Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 16 1979
ENGINEERING SECTION

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Bring Up / /
Action

#8558

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

December 15, 1978

FROM: MARION CRAFT M.C.
Region Construction Engineer

SUBJECT: DENNEY ROAD INTGHGE. SECTION
Contract 8558

TO: MEMO TO FILE

On this date, December 12, 1978, I received a copy of a letter written to Jim Cochell from Mercer Industries, Inc. in which they express concern about a certain section of guardrail along the frontage road leading to their industrial complex that hasn't been installed yet. After talking to Jim I find that the guardrail shown on the plans along this frontage road and next to the frontage road structure has been installed as per plans, however, we have decided to extend the guardrail back to the west and around the curve for a considerable distance. Jim has had this guardrail staked and has repeatedly asked the contractor and subcontractor, Lane Guard, to get in and get this work done. I talked to Jim on this date also, December 12, and a few minutes later he called me back and said he had called Lane Guard and that they had scheduled the installation of this guardrail for tomorrow, Wednesday, December 14. This should satisfy the concerns expressed in Mercer's December 8 letter.

RECEIVED
STATE HWY ENGR
DEC 18 '78
REFER TO
FOR
Info | Invest | R/D | D R | Sign | Act | File

NOTED
H.S.COULTER

MC/gw
Attachment
cc: H. S. Coulter
Jim Cochell

MERCER INDUSTRIES, INC.
2636 N.W. 26th AVE., PORTLAND, OREGON 97210
P.O. BOX 10166
AREA CODE 503 226-2511
AN EQUAL OPPORTUNITY EMPLOYER

December 8, 1978

RECEIVED
STATE HWY ENGR
DEC 11 '78
REFER TO
Ed Hamlet
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. James W. Cochell, Resident Engineer
Highway Division, Western District
2131 S. W. Scholls Ferry Rd.
Portland, OR 97221

Re: Continuing Correspondence:
Hwy. 217/Denney Road Overpass
Industrial Complex Access Road Guardrails

Dear Mr. Cochell:

As you know it is now over 3½ months since we discussed the potential extreme danger that exists with the lack of guardrails on the new access road to our Denney Road Industrial Complex. Since that time no adequate temporary or permanent guardrails have been provided.

We have written you a letter dated September 5, 1978 requesting immediate action and I have since talked to you on the phone. Our Mr. Austin also talked to you approximately two weeks ago during which time you indicated guardrails were soon to be installed. They have not to date been installed.

We are no less than extremely concerned why you, the State of Oregon Highway Commission, the general contractor and all concerned sub-contractors have not taken immediate action to correct this obvious hazard.

We feel that this is no less than gross negligence and intend to take appropriate legal action should we experience any attributable loss or injury. This will also include manufacturing losses should it be necessary to prevent our vehicles access or egress from the complex.

Yours very truly,

MERCER INDUSTRIES, INC.

Jerry Boehm
Safety Director

JB:sd

cc: Division Director
State of Oregon Hwy. Div.
Salem, OR 97310

cc: Ross Brothers Construction
3501 Brooklake Rd., N.E.
Salem, OR 97305
Attn: Ray Ross

144

Salem, Oregon
December 5, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Jim Cochell
Resident Engineer

Permanent Signing Revisions
Denney Road Interchange
Beaverton-Tigard Interchange
Washington County
Contract No. 8558

As you are aware from previous conversations, both breakpoint signs are to now be mounted on cantilever sign structures rather than the contracted breakaway posts.

We received from you the requested cross-sections and the Structures Section is designing the cantilevers.

Enclosed find four prints of approved shop drawings for the necessary modifications of Signs 2 and 7. One print should be retained by you for field inspection of the signs, one print forwarded to Don Wackerbarth's office for shop inspection purposes and two prints sent to Traffic Safety Supply Co. in order that they can accomplish the necessary modifications. The signs have been fabricated.

We will forward to you, for proper distribution, the designs for the new cantilever sign structures and sign illumination equipment as soon as we receive them.

Price agreements will be necessary to accomplish this work. The fabricated breakaway sign posts should be delivered to you as we will have to pay for them with State monies. Hopefully we can use them somewhere on the Allen Blvd. project.

WGB:cj
Attachments

cc: C.T. Keasey
E. L. Hardt
W. G. Beard

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
DEC 6 - 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

144

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: J. H. Versteeg
Engineering

DATE: November 17, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sign Revisions
Denny Road Interchange
Beaverton-Tigard Highway
Washington County
Contract No. 8558

The sign study plan for the above named project was prepared in 1975 and had ground mounted breakpoint signs. Since that time the area has had considerable development and the traffic volume has increased such that overhead signs are warranted for both breakpoint signs. Additional warrants will be met after Allen Boulevard Interchange is constructed due to closely spaced interchanges and the speed of traffic.

I have discussed this interchange signing with the region and the Federal Highway Administration. They both agree that overhead signs are warranted and desirable at both off-ramps. The Federal Highway Administration has verbally agreed to participate in the cost of the two cantilever sign structures. Sign panels on the contract plans will be revised as shown on the attached print. The supports for the two signs have been fabricated and probably will be charged to the State. We will be reimbursed for them by using the supports on a future contract.

Please proceed to have the two ground mounted breakpoint signs at this interchange replaced with two cantilever sign structures.

L. E. George
Traffic Engineer Supervisor

ELS:cs
Attachment

cc: H. S. Coulter
E. S. Hunter
R. N. Bothman
E. L. Hardt
C. T. [illegible]
Jim Cochell

DOC How are these to be reproduced? HE

REFERRED TO
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Proceed with the revisions 11/22/78
L.W.

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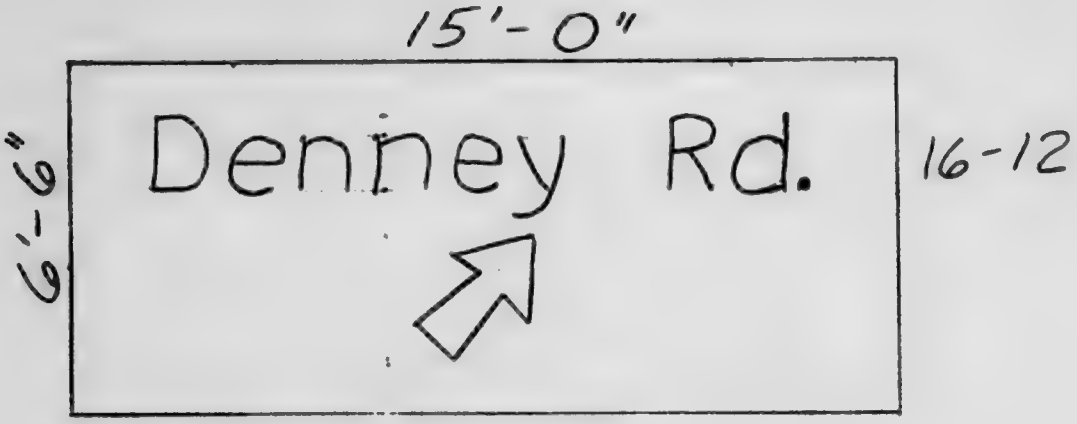
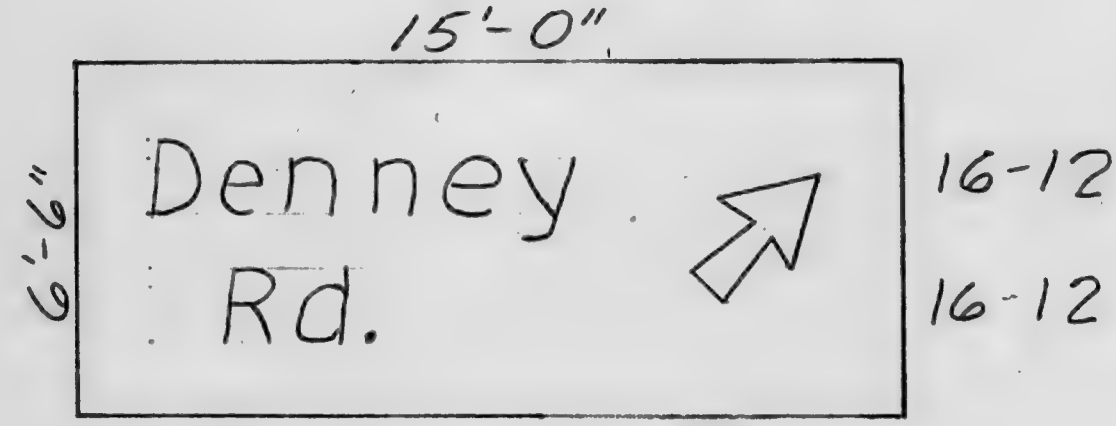


EXISTING SIGN DESIGN



NEW SIGN DESIGN

8558

144

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 31, 1978

FILE:

FROM: Stephen H. Macnab
Assistant Hydraulics Engineer

SUBJECT: Fanno Creek Flood Study
Denny Road Interchange
Highway 217

TO: Marion Craft
Region 1 Construction Engineer

Attached are six (6) copies of my report on Fanno Creek and the related flood complaint by Mr. A.L. Roy. I will be available to discuss this report with Mr. Roy if you plan a meeting with him.

There are two improvements to the creek channel which I feel should be made before completion of the project. (1) The channel under the Highway 217 structure should be rebuilt to its original size and grade. (2) The channel change at Denny Road should be shifted to the east 5 feet to 10 feet. This will reduce the amount that the westerly piers encroach into the channel.

If you have any questions, please call me.

SHM:jp
Attachments

cc F.E. Terpin w/attach.
R.N. Bothman
C.T. Keasey
R.L. Lenz
D.O. Christenson

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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SEP 01 1978
ENGINEERING SECTION

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Cole Sample
Eriksen F.E. Watson
Yeager Dorn Lau
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BY FINAL DESIGN ENGINEER

#8558

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-79(2)

STATE PROJECT NO.: See below

COUNTY NAME: Washington

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Portland, Oregon

PROGRAM NO.:

ITEM NO.: RF-126 & U-168

TO:
Mr. F. B. Klaboe,
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-10-78	Primary 79	Secondary 144

GENERAL LOCATION:
Allen Ave. & Denny Rd. Interchange

GENERAL DESCRIPTION OF WORK:
Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION — TEC NTE $63,400 F.F. $54,397
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

The final EIS was accepted April 13, 1978, and you are now authorized to proceed with PS&E preparation as requested in Mr. Swan's letter of June 7, 1977.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-10-78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-737

8558

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

Rm. 434 - Transportation Building
Salem, OR 97310

June 2, 1978

U.S. National Bank
Ladd & Bush Branch
302 State Street
Salem, OR 97301

Attention: Mr. Bales

Re: Ross Bros. Construction, Inc.
Contract #8558

We have received assignment of $73,182.24 as part of Time Certificate 14-00320743. This assignment of deposit is in lieu of retainage on this project.

We have attached a copy of our informational letter regarding security deposits for your use.

If we can be of further assistance please contact our office.

Vernon E. Skoog, Controller

by

James J. Kinns
Contract Accounting Supervisor

cc: Ross Bros. Construction, Inc.

bc: C. W. Head
R. Church
C. W. Barrett (Att.)

Form 81-734-3122

#15558

ROW 18-2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

April 17, 1978

SXF 902
Pur 1123

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem OR 97310

Dear Mr. Coulter:

Attached is a copy of Order No. 78-237 issued by the Public Utility Commissioner on April 10, 1978, relative to the above-subject matter.

Yours truly,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:de
attc.
cc: C. R. Burghart, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2)
W. W. Geibel
J. W. Cochell
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

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STATE HWY ENGR
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NOTED
H.S.COULTER

Form 81-734-3122

ORDER NO. 78-237
PUC Crossing No. FD-754.00
New PUC Crossing No. FD-754.00-A
Temporary Crossing No. FD-754.03
DOT Crossing No. 749 206X

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 902

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.040, to construct a separated crossing of S.W. Denny Road and the Southern Pacific Transportation Company, Tillamook Branch, in Beaverton, Washington County, Oregon.	ORDER

On December 7, 1976, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct a separated crossing of S.W. Denny Road, a road under the jurisdiction of Washington County, over the main track, spur track and right-of-way of Southern Pacific Transportation Company, Tillamook Branch, in Beaverton, Washington County, Oregon.

By letter dated February 4, 1977, Commissioner's staff asked clarifying questions.

By letter dated March 28, 1977, applicant amended its application.

By letter dated April 5, 1977, Southern Pacific Transportation Company requested reply time extension, which was granted.

By letter dated May 4, 1977, applicant again amended its application.

By letter dated July 1, 1977, Southern Pacific Transportation Company requested further amendment of the application.

By letter dated August 9, 1977, applicant responded to staff's letter of February 4, 1977.

By letter dated August 24, 1977, staff requested the clarification of various provisions of the amended application.

By letter dated September 7, 1977, applicant responded to staff and further amended its application.

By letter dated October 11, 1977, Southern Pacific Transportation Company requested clarification of application.

By letter dated October 14, 1977, Southern Pacific Transportation Company corrected its letter of October 11, 1977.

Copies of the application, the amendments and responses thereto, were duly served upon Southern Pacific Transportation Company, Washington County, City of Beaverton, Northwest Natural Gas Company, Portland General Electric Company, and applicant. No objection by any party has been made to the application as amended.

Applicant proposes to construct an interchange overcrossing to carry Denny Road traffic over the Southern Pacific Transportation Company tracks and over the Beaverton-Tigard Highway. One-way ramps paralleling the railroad will be an integral part of the new structure. Existing automatic protective devices will be relocated from present positions on Denny Road to accommodate vehicular traffic on a temporary bypass road during the period of construction. The temporary roadway will be closed and automatic signals removed upon completion of the construction of the separated crossing structure. Traffic signals at the intersection of Beaverton-Tigard Highway and the temporary bypass road will be interconnected with the automatic signal devices at the crossing during the period of construction. The average daily traffic volume on Denny Road is presently 6,000 vehicles and is expected to be 7,500 vehicles within five years after completion of the project.

The purpose of the project is to improve public safety and convenience. The Beaverton-Tigard Highway was designed as a four-lane expressway with separated crossings

at road intersections. Denny Road is one of two intersections remaining to be separated. The railroad closely parallels the expressway at Denny Road; hence, the railroad crossing is being separated in conjunction with this project. There have been no reported train-vehicle accidents at this grade crossing in the last ten years.

Due consideration has been given to all representations in the application, the amendments and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application as amended, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

1. The authority to relocate the existing automatic signalization from the present Denny Road grade crossing location northerly to the temporary bypass roadway grade crossing, and to construct a separated crossing of Denny Road as requested herein is hereby granted.

2. Applicant shall:

   a. Bear 100% of the cost of relocating the existing automatic signalization referred to in paragraph 3a herein, including the cost of interconnecting the traffic signals at the relocated intersection of SW Denny Road and Beaverton-Tigard Highway;

   b. Furnish, install and maintain one "DO NOT STOP ON TRACK" sign on the westerly approach to the crossing on the temporary bypass road, and bear all the cost thereof;

   c. Construct and maintain that part of the crossing on the temporary bypass road located outside lines drawn two feet outside each rail, and bear all the cost thereof;

   d. Bear the cost of constructing the temporary bypass roadway crossing;

e. Furnish, install and maintain standard advance warning signs and advance warning pavement markings at appropriate locations on the temporary bypass road, and bear all the cost thereof;

f. Construct the separated overcrossing structure, and bear the cost thereof in excess of $26,090;

g. Maintain the entire separated crossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

h. Maintain all highway appurtenances to the separated crossing structure, and bear all the cost thereof;

i. Bear the cost of all damage to the structure caused by motor vehicle traffic on the highway;

j. Coordinate all temporary impairments of standard railroad clearances with Southern Pacific Transportation Company at least 48 hours in advance of any such impairments;

k. Bear the cost of providing any necessary watchmen and flagmen on the railroad during the period of temporary impaired railroad clearances;

l. Upon completion of construction of the separated overcrossing and commencement of use thereof by vehicular traffic, close and remove the temporary bypass roadway, except that part lying between lines drawn two feet outside each rail, and bear all the cost thereof; and

m. Bear the cost of removing that part of the crossing lying between lines drawn two feet outside each rail at both the existing SW Denny Road crossing and at the temporary bypass road crossing.

3. Southern Pacific Transportation Company shall:

a. Subject to reimbursement as provided herein, relocate and install two Commissioner's Standard No. 2 flashing light signals, equipped with gongs, and two Commissioner's Standard No. 4 automatic gates, presently located at the SW Denny Road crossing, to appropriate locations at the temporary bypass roadway crossing. Said signalization shall be activated by two predictor-type units on the main line and island track circuits on the spur track;

b. Subject to reimbursement, construct that part of the temporary bypass road crossing lying between lines drawn two feet outside each rail;

c. Maintain the automatic signalization and circuitry and maintain that part of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof;

d. Subject to reimbursement, upon completion of the separated overcrossing structure, remove that part of the crossing lying between lines drawn two feet outside each rail at both the SW Denny Road crossing and the temporary bypass road crossing and remove the automatic signalization at the temporary bypass road crossing;

e. Subject to reimbursement, provide necessary watchmen and flagmen during periods of temporary impaired clearances;

f. Maintain the railroad track, railroad drainage and all railroad facilities beneath the separated overcrossing structure, and bear all the cost thereof; and

g. Bear $26,090 of the cost of constructing the separated overcrossing structure.

4. Any construction requiring the use of the now existing SW Denny Road crossing after the inactivation or removal of the automatic signalization will be made under the protection

of railroad flagmen and at the expense of the Oregon Department of Transportation, Highway Division.

5. The new temporary bypass roadway will not be opened to vehicular traffic until the automatic signalization is installed and placed in operation thereat.

6. After completion, the overcrossing shall have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner. While the structure is under construction, however, it may be necessary to impair clearances on the railroad. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to provisions of paragraph 2j above.

7. Each party shall notify the Commissioner upon completion of its portion of the project.

Made, entered and effective April 10, 1978.

CHARLES DAVIS
Public Utility Commissioner

bk

#8558

9

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 13, 1978

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 39701

NOTED
E. S. HUNTER

Attention: Vern Cusack

Dear Mr. Green:

Re: Soils Investigation Reports

Per your request of December 15, 1977, we are furnishing the following data for the Thomas Creek (Devaney) Bridge project (contracts plans being prepared), the Skipanon River (Warrenton) Bridge contract and the Denney Road Interchange contract:

1. Contract plans
2. Foundation Investigation Report
3. Soils Investigation Report
4. Copy of Special Provisions noting where information is available to bidders.

All of the above information is submitted to the Resident Construction Engineer and F.H.W.A. prior to bidding of the project.

RECEIVED
TECHNICAL SERVICES
MAR 14 '78
REFER TO
FOR
Info | Inv. | R/D | D/R | Sign | Act | File

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
F. E. Terpin
W. J. Hart

8558

8

November 29, 1977

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: Roger Thomasen
Director of Elections & Records

MISC. CONTRACTS and
AGREEMENTS No. 2866

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement providing for relinquishment of a parcel of right of way acquired during construction of Sunset Highway-Pacific Highway Section of the Beaverton-Tigard Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

8521

8

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: November 9, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT:

Mr. E. L. Hardt, Region 1 Engineer, has requested that a lower speed be established during the construction project now under way at the Denny Road interchange on the Beaverton-Tigard Highway (ORE 217).

At the present time, there is an existing 50 MPH speed zone as per O.T.C. Order 709 and SSCB Order 2555 through the Denny Road interchange area on the highway. Construction activities require workman to work very close to the travel lanes. To provide for the safety of both workman and drivers in this area, a lower speed is required. Therefore, it is recommended that a temporary 35 MPH speed zone be established on the Beaverton-Tigard Highway (ORE 217) from M.P. 2.68 to M.P. 3.37. This speed zone is to be in effect only when construction activities require a lower speed and where the appropriate speed signs are in place. It is also to be effective only during the construction project.

Your approval of this speed zoning is requested. After approval, please send this to Mr. C. W. Head for his records.

L. E. George
Traffic Engineer Supervisor

DKH:rah

11-9-77
copy to
traffic
(fw)

APPROVED
STATE HIGHWAY ENGINEER
Date 11-9-77

RECEIVED
STATE HWY ENGR
NOV 9'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL /OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-79(3)

STATE PROJECT NO.
See Below

COUNTY NAME
Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, ORegon

PROGRAM NO.

ITEM NO.
71104

TO:
F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6-1-77	10-4-77	Primary 79 / Secondary 144

GENERAL LOCATION:
"Denny Road Interchange"

GENERAL DESCRIPTION OF WORK:
Move existing signal controller by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of 10-12-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest,under State Force Order No 4
at a total estimated cost not to exceed $1,000 Federal Funds $850

Swan 11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-77	E. F. Black	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
U-F-79(2)

STATE PROJECT NO.
See Below

COUNTY NAME
Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-126 & U-168

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 21 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-8-77	Primary 79	Secondary 144

GENERAL LOCATION:
"Allen Ave & Denny Road Interchanges"

GENERAL DESCRIPTION OF WORK:
Archeology Study

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Archeology Study
TEC $200 F.F. $171.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-16-77 letter, this will confirm the verbal authorization of Mr. Kappus to proceed with the work effective 8-8-77.

A signed copy of the Archeology Study authorization is attached.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-18-77	G. L. Green	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-63) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8554

STATE OF ... FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Washington	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-14-77	W. N. Bryant, A.E.	F-79(3)

IN COMPANY WITH
J.W. Cochell, Res. Engr., OSHD

LOCATION
Intersection of Denny Rd. and the Beaverton-Tigard Hwy (217 Hwy.) roadway at the south city limits of the City of Beaverton.

CONTRACTOR NAME AND ADDRESS
Ross Bros. Construction Inc. 3501 Brooklake Rd. N., Salem, OR

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
7-19-77	3,689,437.25	675 cal days	8-1-77	7-14-77

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	7%	7%

REMARKS

DENNY ROAD INTERSECTION
Beaverton-Tigard Highway
Grading, Paving, Structures & Illumination

This project provides for the construction of a full diamond interchange and includes:

1. Grade, drain and high-type pave "on" and "off" ramps, acceleration lanes, Denny Road plus two 24-foot frontage roads.

2. Construction of one undercrossing structure which will extend over Southern Pacific Railroad, one bridge on Denny Rd. over Fanno Cree, two bridges, one on each frontage road over Fanno Creek and widen the Bridge on the Beaverton-Tigard Highway over Fanno Creek.

3. Installation of traffic signs, illumination and approximately 1400 feet of median barrier in the existing median area of the Beaverton-Tigard Highway.

4. Adjust utilities, provide railroad protective service and incidental work common to this type of project.

The bridges to be constructed are as follows:

OCT 13 '77

REFER TO

FOR

Info. Inves. R/D D.E. Sign Act. File

10/3

Form FHWA-1446 (12-73) Formerly PR-33 A — Previous Editions of PR-33A will Not Be Used

8558

STATE COPY

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-148	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-17-77	State Oregon County Washington Project No. F-79(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
SR 217, South City Limits of Beaverton

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-1-77	0.223
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,237,940	$ 3,636,151

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Technical Services Engineer
(Title)

By L Ramey
acting State Highway Engineer
(Title)

By _____
_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator AUG 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

file

Oregon State Highway Division
Salem, Oregon August 10, 1977

Federal Aid Project
No. F-79(3)

Denny Road Interchange Section
Beaverton-Tigard Highway
Washington County

Project Agreement Estimate

Type Code 6204
Roadway (Sta. 247+75 to Sta. 259+50)

Mobilization	All Required		$ 300,000.00
Temporary Protection and Direction of Traffic	All Required		25,000.00
Temporary Signs	344 Sq. Ft.	6.00	2,064.00
Temporary Barricades	37 Each	70.00	2,590.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	100 Lin. Ft.	5.00	500.00
Temporary Continuous Rail Traffic Barrier, Lighted	275 Lin. Ft.	4.00	1,100.00
Temporary Guard Rail, Type 2A, Lighted	75 Lin. Ft.	6.00	450.00
Temporary Guard Rail, Type 3, Lighted	813 Lin. Ft.	8.00	6,504.00
Temporary Traffic Signal Installation	All Required		21,000.00
Temporary Illumination	All Required		12,000.00
Flagmen	4,000 Hours	17.00	68,000.00
Clearing and Grubbing	All Required		11,000.00
Removal of Structures & Obstructions	All Required		10,000.00
Ditch Excavation	104 Cu. Yd.	8.50	884.00
Embankment Foundation Excavation	5,390 Cu. Yd.	5.50	29,645.00
Embankment in Place	141,000 Cu. Yd.	2.54	358,140.00
Granular Embankment Material	6,995 Cu. Yd.	4.75	33,226.25
Trench Excavation	1,190 Cu. Yd.	3.00	3,570.00
Finishing Roadbed & Slopes	All Required		33,192.00
Watering	930 M-Gal	12.00	11,160.00
Bituminous Base Mixture	12,000 Ton	11.00	132,000.00
Asphalt in Bituminous Base Mixture	650 Ton	64.00	41,600.00
1"-0 Aggregate Base	5,100 Ton	5.70	29,070.00
Lime Treated Subgrade	35,000 Sq. Yd.	0.80	28,000.00
Lime for Treated Subgrade	395 Ton	70.00	27,650.00
Class "B" or "C" Asphalt Concrete Mixture	5,200 Ton	12.00	62,400.00
Asphalt Cement in Mixture	340 Ton	65.00	22,100.00
Asphalt in Tack Coat	6 Ton	180.00	1,080.00
12-inch Sewer Pipe	2,124 Lin. Ft.	10.50	22,302.00
15-inch Sewer Pipe	660 Lin. Ft.	11.00	7,260.00
18-inch Sewer Pipe	661 Lin. Ft.	14.00	9,254.00
12-inch Culvert Pipe	440 Lin. Ft.	6.00	2,640.00
18-inch Culvert Pipe	216 Lin. Ft.	7.00	1,512.00
24-inch Culvert Pipe	180 Lin. Ft.	9.00	1,620.00
Concrete Manholes	5 Each	1,100.00	5,500.00
Concrete Inlets, Type G-1	6 Each	400.00	2,400.00
Concrete Inlets, Type G-2MA	5 Each	500.00	2,500.00
Concrete Inlets, Type CG-1	14 Each	400.00	5,600.00

Special Concrete Inletes	2 Each	500.00	$ 1,000.00
6-inch Drain Pipe	400 Lin. Ft.	5.00	2,000.00
Guard Rail, Type 1	738 Lin. Ft.	6.00	4,428.00
Guard Rail, Type 2A	3,813 Lin. Ft.	7.60	28,978.80
Guard Rail, Type 3	575 Lin. Ft.	14.00	8,050.00
Metal Median Barrier	950 Lin. Ft.	15.00	14,250.00
Guard Rail Anchors Type 1	16 Each	225.00	3,600.00
Guard Rail Anchors Type 2	2 Each	275.00	550.00
Rail End Pieces, Type A	9 Each	15.00	135.00
Rail End Pieces, Type C	14 Each	90.00	1,260.00
Type 3-70 Fence	100 Lin. Ft.	3.00	300.00
CL-5 Chain Link Fence	265 Lin. Ft.	4.00	1,060.00
Concrete Driveways	94 Sq. Yd.	12.00	1,128.00
Concrete Curbs	82 Cu. Yd.	125.00	10,250.00
Extra for Asphalt Approaches	5 Each	175.00	875.00
Extra for Asphalt Walks	840 Sq. Yd.	1.80	1,512.00
Concrete Barrier	100 Lin. Ft.	17.00	1,700.00
Paved Culvert End Slopes	30 Sq. Ft.	15.00	450.00
Drainage Curbs	760 Lin. Ft.	2.00	1,520.00
Loose Riprap, Class 50	820 Cu. Yd.	11.00	9,020.00
Filter Blanket	410 Cu. Yd.	7.50	3,075.00
Delineators	90 Each	16.00	1,440.00
Adjusting Manholes	1 Each	200.00	200.00
Reconstructing Manholes	1 Each	600.00	600.00
Roadside Seeding & Mulching	10 Acres	500.00	5,000.00
Bark Mulch	10 Unit	100.00	1,000.00
Water Line Installation	All Required		75,000.00
Structure Excavation	240 Cu. Yd.	10.00	2,400.00
Retaining Wall, Sta. 256+20-Sta. 259+14	All Required		36,500.00
SIGNING			
Removal of Existing Sign Installations	All Required		300.00
Move & Modify Existing Signs	All Required		500.00
Wood Sign Posts	All Required		2,000.00
Sign Support Footings	All Required		1,800.00
Structure Mounts	All Required		2,500.00
Breakaway Sign Posts	All Required		2,400.00
Single Post Breakaway Type Sign Supports	All Required		700.00
Single Post Slip Base Sign Supports	All Required		900.00
Offset Signal Sign Supports	All Required		1,500.00
Special Tube Posts	All Required		500.00
Type "A" Signs in Place	548 Sq. Ft.	12.00	6,576.00
Type "C", "D" & "R" Signs in Place	288 Sq. Ft.	8.00	2,304.00
Type "EE" Signs in Place	143 Sq. Ft.	8.00	1,144.00
Type "H" Signs in Place	25 Sq. Ft.	8.00	200.00
Sign Illumination Equipment	All Required		2,000.00
Thermoplastic Pavement Arrows	2 Each	150.00	300.00
Pole Foundations	All Required		8,500.00
Roadway Lighting Poles & Bracket Arms	All Required		23,000.00
Luminaires and Ballasts	All Required		3,200.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		15,500.00
			$1,627,619.05

Anticipated Items			
Railroad Protective Cost	All Required		$ 52,340.00
Temporary, Permanent & Removal of Striping	All Required		1,600.00
Temporary Erosion Control	All Required		10,000.00
On-the-Job Trainees (6 @ $800)	All Required		4,800.00
			$ 68,740.00
	Subtotal		$ 1,696,359.05
	Engineering		212,044.95
	Total		$ 1,908,404.00
Type Code X020			
Bridge #9457A (Sta. 244+35)			
Bridge Removal Work	All Required		$ 20,000.00
Structure Excavation	20 Cu. Yd.	20.00	400.00
Furnish Pile Driving Equipment	All Required		6,000.00
Furnish Prestressed Concrete Piling	664 Lin. Ft.	6.80	4,515.20
Furnish 16-inch Prestressed Concrete Piling	1,216 Lin. Ft.	9.60	11,673.60
Drive Prestressed Concrete Piles	1,560 Lin. Ft.	1.00	1,560.00
Structural Concrete, Class 4000 (370 C.Y. @ $170)	All Required		54,050.00
Reinforcement (103,000 lbs @ $0.26)	All Required		24,000.00
Reinforced Concrete Bridge End Panels	185 Sq. Yd.	37.00	6,845.00
1-inch Electrical Conduit	260 Lin. Ft.	2.50	650.00
			$ 129,693.80
Type Code X081			
Bridge #13074A (Sta. 253+34)			
Bridge Removal Work	All Required		$ 4,000.00
Shoring, Cribbing, Etc.	All Required		3,000.00
Structure Excavation	135 Cu. Yd.	10.00	1,350.00
Structure Excavation Below Elevations Shown	15 Cu. Yd.	10.00	150.00
Furnish Pile Driving Equipment	All Required		9,500.00
Furnish Prestressed Concrete Piling	2,391 Lin. Ft.	6.80	16,258.80
Drive Prestressed Concrete Piles	2,207 Lin. Ft.	1.00	2,207.00
Drilling Pile Holes	242 Lin. Ft.	10.00	2,420.00
Structural Concrete, Class 3300 (310 C.Y. @ $150)	All Required		48,700.00
Structural Concrete, Class 4500 (200 C. Y. @ $170)	All Required		29,000.00
75'/80' Type III Prestressed Beams	14 Each	3,255.00	45,570.00
Reinforcement (71,100 lbs)	All Required		18,000.00
Coated Reinforcement (31,100 lbs)	All Required		15,000.00
Reinforced Concrete Bridge End Panels	255 Sq. Yd.	36.00	9,180.00
Two Tube Metal Railing	183 Lin. Ft.	33.00	6,039.00
Three Tube Metal Railing	183 Lin. Ft.	40.00	7,320.00
			$ 217,694.80

Type Code X080
Bridge No. 13074B (Sta. 252+00)

Structure Excavation	150 Cu. Yd.	5.00	$ 750.00
Furnish Pile Driving Equipment	All Required		4,000.00
Furnish HP12x53 Steel Piling	972 Lin. Ft.	8.00	7,776.00
Drive Steel Piles	972 Lin. Ft.	1.40	1,360.80
Structural Concrete, Class 3300 (100 C.Y.)	All Required		15,000.00
4'x30'/35' Prestressed Slabs	8 Each	1,410.00	11,280.00
Reinforcement (12,000 lbs)	All Required		5,000.00
Metal Rail	50 Lin. Ft.	33.00	1,650.00
			$ 46,816.80

Type Code X080
Bridge No. 13074C (Sta 255+20)

Structure Excavation	100 Cu. Yd.	10.00	$ 1,000.00
Furnish Pile Driving Equipment	All Required		4,000.00
Furnish HP12x53 Steel Piling	864 Lin. Ft.	8.00	6,912.00
Drive Steel Piles	864 Lin. Ft.	1.20	1,036.80
Structural Concrete, Class 3300 (95 CY)	All Required		15,000.00
4'x25'/30' Prestressed Slabs	8 Each	1,310.00	10,480.00
Reinforcement (11,000 lbs)	All Required		5,000.00
Metal Rail	50 Lin. Ft.	33.00	1,650.00
			$ 45,078.80

Type Code X521
Bridge No. 16143 (Sta. 253+34)

Shoring, Cribbing, Etc.	All Required		$ 120,000.00
Structure Excavation	2,000 Cu. Yd.	5.00	10,000.00
Structure Excavation Below Elevations Shown	200 Cu. Yd.	5.00	1,000.00
Special Wall Backfill	240 Cu. Yd.	15.00	3,600.00
Furnish Pile Driving Equipment	All Required		92,660.00
Furnish Prestressed Concrete Piling	21,610 Lin. Ft.	6.80	146,948.00
Drive Prestressed Concrete Piles	19,990 Lin. Ft.	0.25	4,997.50
Furnish Prestressed Concrete Test Piling	192 Lin. Ft.	7.50	1,440.00
Drive Test Piles	192 Lin. Ft.	0.50	96.00
Load Tests	4 Each	1,500.00	6,000.00
Furnish Reaction Frames or Load Platforms	2 Each	2,000.00	4,000.00
Drilling Pile Holes	170 Lin. Ft.	10.00	1,700.00
Structural Concrete, Class 3300 (1400 C.Y.)	All Required		168,000.00
Structural Concrete, Class 4000 (222 C.Y.)	All Required		377,400.00
Structural Concrete, Class 4500 (1430 C.Y.)	All Required		213,744.00
Reinforcement (1,073,000 lbs)	All Required		265,000.00
Coated Reinforcement (185,000 lbs)	All Required		79,000.00
Reinforced Concrete Bridge End Panels	480 Sq. Yd.	39.00	18,720.00
Two Tube Metal Railing	898 Lin. Ft.	30.00	26,940.00
Three Tube Metal Railing	1,184 Lin. Ft.	40.00	47,360.00
Concrete Slope Paving	900 Sq. Yd.	24.00	21,600.00

Berm Paving	140 Sq. Yd.	10.00	$ 1,400.00
Slope Paving Curbs	100 Lin. Ft.	10.00	1,000.00
CL-6 Chain Link Fence	65 Lin. Ft.	12.00	780.00
1-inch Electrical Conduit	2,040 Lin. Ft.	2.40	4,896.00
1¼-inch Electrical Conduit	130 Lin. Ft.	4.50	585.00
2-inch Electrical Conduit	260 Lin. Ft.	6.25	1,625.00
3-inch Electrical Conduit	190 Lin. Ft.	10.75	2,042.50
			$1,622,534.00

Subtotal (Strs.)	$2,061,818.20
Engineering	257,727.80
Total	$2,329,536.00

Length of Roadway	0.223 mile
Length of Structures (All Exception)	0.000 mile
Cost of Roadway Per Mile	$8,557,865.47

Work Retained in Program Status
(not included in totals below)

Plant Trees Along Fanno Creek (E.W.)	All Required	$ 2,500.00
Move Signal Controller (S.F.)	All Required	1,000.00
Water for Testing Water Main (S.F.)	All Required	400.00
Work by Southern Pacific Transportation Co. (S.F.)	All Required	112,390.00

SUMMARY OF FUNDS 85.8%

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,908,404	$1,637,410	$270,994
Structures	2,329,536	1,998,741	330,795
Total	$4,237,940	$3,636,151	$601,789

Group 1 100%
Contract No. 8558
Prefix 134-1006

8558

STATE COPY

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	to Oregon
MONTHLY TRANSACTION NO. 8-148	FEDERAL-AID PROJECT AGREEMENT	County Washington
	8-17-77	Project No. F-79(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI: SR 217, South City Limits of Beaverton

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-1-77	0.223
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro rata 85.6% FEDERAL FUNDS
$ 4,237,940	$ 3,636,151

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By D Kaser
acting
State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator AUG 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:ROW 18-2

July 21, 1977

Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

B U I L D I N G

SUBJECT: Construction-Maintenance Agreement
S.W. Denney Rd. Intchge. Section
Beaverton-Tigard Highway
Washington County
ODOT Agreement No. RR-876
R/W File 49129

RAILROAD COMPANIES
FILE No. 876

The subject agreement has been handed to Velda DeGuire in Right of Way for processing, after which it will be forwarded to your office for your files. Distribution of conformed copies has been made as indicated below.

The Construction Section will be responsible for monitoring the work done by the railroad under Section 2 of the agreement. The Construction Section will also be responsible to make certain that the State's contractor abides by the requirements of Sections 4 and 6 of the agreement, as well as the provisions of Exhibit "B". The State's contractor will be required to provide the railroad protective insurance policy and certificates of insurance as required by the agreement and have the railroad's approval of these policies prior to his working on railroad right of way. The Construction Section will be required to review and approve the railroad's billing prior to it being paid by the Highway Division. The Accounting Section will be responsible for auditing the railroad's billing. Section heads should review the agreement to fully understand the responsibilities their section must bear under the terms of this agreement.

Special note should be made of Section 8 of the agreement requiring the Highway Division to construct retaining wall or walls to retain the slopes of the fill supporting the adjacent highway ramps when and if in the future the Southern Pacific constructs an additional track on the easterly side of the existing mainline track.

JEC:db

cc: G. L. Green-w/copy agreement
J. L. Sollis
J. B. Boyd-w/original agreement
C. T. Keasey-w/copy agreement
V. E. Skoog-w/copy agreement
E. L. Hardt-w/copy agreement
D. E. Swan-w/2 copies agreement
Jim Cochell-w/copy agreement

cc: July 1977 Cpy to Boyd - Approved 6-15-77

June 24, 1977

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

ATTN: Mr. R.L. Johnston

Construction-Maintenance Agmt.
Denney Road Interchange Section
Beaverton-Tigard Highway
Washington County
ODOT Agreement No. [redacted]

Dear Sir:

Enclosed are the duplicate counterparts of the Construction-Maintenance Agreement for the above captioned project in Beaverton which was submitted to us with your letter dated May 31, 1977.

These documents were approved, signed by the Right of Way Engineer and are now being returned to you for final execution by your principals.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in Exhibit A and shown on Dwg. D-1689 as of June 15, 1977.

Please contact Mr. James Cochell, Resident Engineer, 2131 S.W. Scholls Ferry Road, Portland, OR, phone 229-5495, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to June 15, 1977, will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion date of this work in the bill.

Yours truly,

J.E. Chidsey, P.E.
Railroad & Utility Engineer

JEC:jw
Enc.
cc: SP San Francisco
bc: G.L. Green w/cc Agmt.
C.W. Head
C.T. Keasey " "
D.E. Swan w/2 cc Agmt.
J.L. Sollis
V.E. Skoog w/cc Agmt.
Cliff Laux " "
J.W. Cochell " "

Please have an Order for State Force Work prepared and submitted for this work. Return 1 copy of Exhibit A with SFO

8558 7-11-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-79(3)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71104

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-15-77	6-15-77	Primary 79	Secondary 144

RECEIVED
STATE HWY ENGR
JUL 18 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GENERAL LOCATION:

"Denny Road Interchange"

GENERAL DESCRIPTION OF WORK:

Railroad work-Fanno, Oregon Traffic Interchange

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XX XXXX~~
~~XXX XXXX~~ R FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 6, 1977, letter, you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation Company, approved by the Highway Division on June 15, 1977, at a total estimated cost of $112,390 Federal Funds $96,430.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-11-77	E. L. Stolarch	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8538

June 22, 1977

City of Beaverton
City Hall
Beaverton, OR 97005

Attention: Susanne Heimbigner
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 2883

Gentlemen:

Attached for your files is a fully executed copy of a supplemental agreement concerning construction of the Denney Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

8558

8

Adele Egan
Right of Way

June 13, 1977

C. W. Head
Commission Services

MISC. CONTRACTS and AGREEMENTS No. 2883

We are attaching a fully executed copy and an extra unsigned copy of an agreement with the City of Beaverton concerning the reconstruction of the City's water main on the Denney Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

It is my understanding that you will send the fully executed copy of the agreement to the City of Beaverton.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

kkr

Enclosure

8558

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

June 10, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 23 on the following projects:

1. Main St-Cedar St (Philomath)
   S 19th St, Benton County

   Curbs and walks

   City responsibility

2. Circle Bar Section
   Crane-Venator County Road 37, Harney County

   Surfacing and structure

   County responsibility

3. Linn Road-Sams Valley Highway
   Crater Lake Highway, Jackson County

   Paving

   Six-foot shoulders to be signed and striped as bikeway

4. Valley River Bicycle-Pedestrian Bridge
   Eugene, Lane County

   Grade, pave and structure

   Bikeway project - City of Eugene and Federal Government

5. Fox Valley-Mill City
   Lyons-Mill City Road, Linn County

   Grade and pave

   County responsibility

6. W. Idaho Ave-SW 4th Ave (Ontario)
   Malheur County

   Paving and walks

   City responsibility

7. Cairo Junction-Nyssa
   Central Oregon Highway, Malheur County

   Paving - 4-foot shoulders provided

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Browning Ave SE-Hilfiker Road SE (Salem)
   Pacific Highway East, Marion County

   Grading, paving and signals

   Six-foot shoulders will be constructed to provide for future bikeway

9. Columbia Slouth Frontage Roads
   East Portland Freeway, Multnomah County

   Grading, paving and structures

   Bikeway to be provided under later contract

10. North Tigard Interchange and Lake Road Interchange
    Pacific Highway and East Portland Freeway
    Multnomah and Clackamas Counties

    Barriers and signing

    Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Rockaway (N 3rd Ave)
City of Rockaway, Tillamook County

Grading and paving

City responsibility

12. Hot Lake Overcrossing-Union
La Grande-Baker Highway, Union County

Paving

Same as #7 except that 2- to 4-foot shoulders are provided

13. N Cherry St-Wallowa Lake Highway
Cove Ave and N Portland St, La Grande, Union County

Grading and paving

City responsibility

14. Denney Road Interchange
Beaverton-Tigard Highway, Washington County

Grading, paving, structure, signing and illumination

Eight-foot sidewalk provided on Denney Road within project limits

15. Spray-Kimberly
John Day Highway, Wheeler County

Grading, paving and structure

Same as #7 except that 4-foot shoulders are provided

16. Rock Creek Section
Willamina-Sheridan Highway, Yamhill County

Grading, paving and structure

Same as #7 except that 4- to 8-foot shoulders are provided

17. NE 20th St-NE 8th St (Newport)
Oregon Coast Highway, Lincoln County

Paving

Same as #10 - overlay only

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8558

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 3, 1977

Southern Pacific Trans. Co.
One Market Street
San Francisco CA 94105

Permit of Entry
S.W. Denney Rd. Intchge. Section
Beaverton-Tigard Highway
Washington County
FAP [illegible](14)
R/W File: 49128
SPTC File: 011680/323
0-3-74-3

Dear Sir:

Enclosed is a copy of the Permit of Entry, dated May 24, 1977, granting the State of Oregon, Department of Transportation, Highway Division, to enter immediately upon a parcel of the Southern Pacific Transportation Company property for the construction of the S.W. Denney Road Interchange east of Beaverton in Washington County. This Permit of Entry has been accepted on behalf of the Oregon Transportation Commission by Mr. J. B. Boyd, Right of Way Engineer, in accordance with authority delegated to him by the Transportation Commission.

The Highway Division would like to express our appreciation to Southern Pacific for the expedient manner in which this Permit of Entry was forwarded to us allowing the bids to be received for the construction of this project.

Yours truly,

J. E. Chidsey, P. E.
Railroad Utility Engineer

JEC:db
Enclosure

cc: Southern Pacific
Portland

bc: G. L. Green-w/enc.
R. L. Schroeder
J. L. Sollis
D. E. Swan-w/2 enc.
C. T. Keasey-w/enc.
E. L. Hardt-w/2 enc. Note: Please forward one to Resident Engineer on this project.

RECEIVED
JUN 7 1977
Office of
Assistant State Highway Engineer

Form 81-734-3123

8558

PRO 6-2

8

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 7, 1977

RECEIVED
STATE HWY ENGR
JUN 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Study Report
Project No. U-F-79(2)
Allen Avenue & Denny Rd. Intchge. Sec.
Beaverton-Tigard Highway
Washington County

Attached for your information is a copy of the study report for Allen Boulevard Interchange portion of the subject to aid you in your consultation with the Oregon State Highway Division during preparation of the final EIS.

Included with the study report are the following documents:

TOPIC	NO. OF COPIES
Public Hearing Transcript	1
Hearing Map	1
Hearing Documentation	1
Relocation Report	1
Right-of-Way Report	1
Plan	1
Profile & Typical Section	1

Upon FHWA's adoption of the final EIS, we request for Project No. U-F-79(2), your authorization to proceed with the portion of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $63,400, with obligation of $54,397 in federal funds.

JLG:dpy

Attachments

NOTED
H. S. COULTER

cc: H. S. Coulter
F. E. Terpin
Gary Potter
J. H. Versteeg
R. W. Ellison
E. L. Hardt (Region 2)
W. Wakerlig

8558 6-1-77

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED. AID PROJECT NO. F 79(3)

STATE PROJECT NO. See Below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. 71104

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 30 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sec | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	Primary 79	Secondary 144

GENERAL LOCATION:

"Denny Road Interchange"

GENERAL DESCRIPTION OF WORK:

Grade, Drain, Pave, Illuminate, and Five Streets including utility adjustments. (Code 6204, X020, X081, X080, X521-Miles 0.223)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) R. R. Protective Service $52,340
Temporary and Permanent Striping and removal of Temporary (SF) $1,600
Temporary Erosion Control $10,000
On The Job Training $4,800

☐ ACQUISITION OF RIGHT OF-WAY
CONTRIICTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,329,660-Federal Funds $3,714,817.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	D. K. Swanson	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9558

144

Salem, Oregon
May 26, 1977

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Gary Potter
Environmental Director

Denney Road Interchange
Project 134-1966: Pre-construction Erosion Control and Wetlands Appraisal, with Recommendations

I have reviewed Mr. Olcott's May 13 report on preconstruction and erosion control on the Denney Road project. This report will be very helpful in preventing erosion and protecting water quality during the construction phase. Because the contracting of this project is imminent we may not be able to alter the plans to include these recommendations. We will include money in the project authorization so that these suggestions can be implemented by the Resident Engineer.

Please thank Gordon for his informative and timely report.

JHV:jh
cc: E. L. Hardt
Duane Christensen
Tom Savage
Gordon Olcott

Versteeg
Olson all
Christensen
Scott
Swenson
Savage
Trout

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MAY 26 1977
ROAD DESIGN SECTION

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 13, 1977

Salem, OR 97310

FILE:

FROM: Gordon Olcott, Geologist
Environmental Section

TO: Pieter Dykman
Research Coordinator

SUBJECT: Denney Road Interchange, Project 134-1966: pre-construction erosion control and wetlands appraisal, with recommendations.

A. Background

Inspection of the subject area was made April 30, 1977.

B. General Summary

No unusual erosion-control problems are anticipated provided the following steps are taken, in order: 1. compaction of embankments, 2. use of straw cover during construction period, 3. providing slope drains along embankments, 4. emplacing hay bales where needed near base of embankments, and 5. seeding, fertilizing and mulching of slope and ground areas.

Wetlands development of the wildlife habitat along a 1,000 foot reach of Fanno Creek is outside the right-of-way limits of O.S.H.D. The matter has been referred to the Environmental Section biologist for the possible interest of other agencies.

C. Topography and Geology

The project area has a relatively flat, gently sloping terrain through which a long cut has been made for the Beaverton-Tigard Highway.

Rock material underlying the project construction zone are the Willamette Silt, ranging from 20 to 50 feet in thickness, and an overlying thin veneer of Young Alluvium.

No topographic or geologic problems are anticipated.

D. Quadrant Recommendations

1. Northwest quadrant

a. "A" Line -- The embankment material should be well-compacted and covered with straw punched in by a sheepsfoot roller when contoured. Longitudional drains should be dug along the slopes to central drain pipes. Hay bales should be emplaced several inches in the ground near the base of the embankment to prevent silt runoff from entering Fanno Creek.

b. Median area between "A" Line and Highway--Protect with straw punched in by sheepsfoot roller for construction period; then seed, fertilize and mulch promptly.

c. Detour Line--Same recommendations as for "b" above.

d. Fanno Creek wetlands--A considerable grass, brush and tree area, outside the O.S.H.D. right-of-way limits, extend approximately 1,000 feet from the railroad bridge south to Denney Road. Mallard ducks and other wildlife inhabit the area. Some other agency may want to preserve this part of the creek area as a wildlife refuge. The Environmental Section biologist has been informed of the matter.

2. Southwest quadrant

a. "B" Line--same recommendations as for "A" Line above.

b. Median area between "B" Line and Highway--same recommendations as for "b" above.

c. Ditch trending west from railroad spur line on south side of Denney Road needs to be protected by rock.

3. Southeast quadrant

a. "C" Line--Same recommendations as for "A" Line in Northwest quadrant.

b. Hay bales may be limited to protecting culvert inlet areas.

4. Northeast quadrant

a. "D" Line--Same recommendations as for "A" Line in Northwest quadrant.

b. Hay bales may be limited to protecting culvert inlet areas.

c. Although possibly out of the O.S.H.D. right-of-way limits, the rip-rap along the Fanno Creek bank on the outside of the turn just before the creek flows under the highway structure needs additional rock.

E. Miscellaneous

1. The channel change is necessary because:

a. The sixty-inch sanitary sewer line controls the placement of the structure over Fanno Creek.

b. Without the channel change the structure would be about double in length.

2. I strongly recommend the use of straw, punched in by a sheepsfoot roller, as a major means of preventing soil erosion during the construction period. Then, upon completion of construction activities, seed, fertilize and mulch promptly. The straw will cover and help stabilize the soil during the long period when otherwise large areas lie bare and unprotected from erosion.

Straw is inexpensive and its application is easy and functional.

GO:cjh

cc: Gary A. Potter

1 Verstoeg
2 Olson
3
Scott
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Other

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8

ROBERT W STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

Telephone 238-8226

May 24, 1977

THE HONORABLE MIKE RAGSDALE
House of Representatives
Room H 371 State Capitol
Salem, OR 97310

Craig Henry requested a brief rundown on the highway improvements planned for Highway 217.

Sunset Highway Interchange - After the Highway Division designed and built the southerly half of the interchange, plans were advanced for the northerly half. Lack of funds, lack of final plans for a development north of the Sunset Highway, and the development of the Sunset Transitway project has precluded moving forward with a specific project. During this time, St. Vincent Hospital was built.

The Sunset Transitway project was initiated eighteen months ago. The alternatives proposed included high-occupancy-vehicle lanes, a busway, and a light-rail line extending from the transit mall in downtown Portland to Highway 217/Sunset Highway interchange. Activity on the project ran headlong into environmental problems; mostly noise and air. Findings were that the rubber-tire alternatives indicated excessive impacts to the corridor. The steel-wheel alternative, a rail line extending only to the interchange, could not be justified. It was necessary to refer the project to the Columbia Region Association of Governments to initiate a transit system for Washington County. No project is presently scheduled, or work being done to design one, at this time.

Allen Boulevard Interchange - This project has been taken to a hearing, complete with a draft environmental impact statement. Consensus has now been reached on the design which will be indicated in the final environmental impact statement. With this statement, design approval will be sought from the Federal Highway Administration for funding for the project. The project is currently scheduled for construction in the summer of 1978. It appears we should be able to meet this schedule.

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Denny Road Interchange - Planning has been completed on Denny Road and the project is scheduled for construction in June. Right-of-way clearances have precluded an earlier start, but those have now been completed. There will be detours built which will facilitate the traffic patterns as they now exist. This also applies on the Allen Boulevard interchange. I feel the construction of the Denny Road interchange will not have a major impact upon Allen Boulevard traffic. I draw this conclusion from the conditions existing on Scholls Ferry Highway, east of Highway 217, and on Lombard and Hall, west of Highway 217.

Progress Interchange Ramp - The design has been completed on this project. There are no alternatives to the design being pursued; it is a simple ramp connection allowing traffic to exit Highway 217 to Scholls Ferry Highway, south of Washington Square. The project does require an environmental study which has been initiated. Meetings have been held with local jurisdictions, local business representatives involved, and the neighborhood CPO. The project is on schedule and should be ready for contract when funds are available in the next fiscal year. This project should go to contract in the spring of 1978.

Southwest 72nd Avenue Interchange - This project has been approved by CRAG for the funding from the Mt. Hood Freeway transfer monies. Requests have been submitted through the federal channels to obtain funding. It is anticipated that authorization will be received from the federal government this month and work initiated in June. The project has substantial environmental impacts and will take a full impact study. Following the publishing of a draft environmental impact statement, a hearing will be held. This process will take about a year. Right-of-way acquisition is required, which will take an additional year. The possible construction date, at best, is late 1979, and it is likely the project will go to contract early in 1980.

Initial consideration will be given to the left-turn signalization for the current left-turn channelization on Allen Boulevard at Highway 217. We have looked several times at this request but have found the "green time" required to move traffic volumes now on Highway 217 precludes allocating time for the left-turn movement from Allen Boulevard to Highway 217. Further consideration will be given to the left-turn signalization in light of the Denny Road interchange construction.

Several other highway and transportation facilities are in various stages of planning, design, and construction in the Beaverton area. I would be happy to meet with you at any time to review our other activities in Washington County or answer any questions you might have on projects or existing facilities.

ORIGINAL SIGNED BY R. N. BOTHMAN

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: R. A. Burco
F. B. Klaboe
E. L. Hardt

8558

bc: R. L. Schroeder ~~ROW 18-2~~
W. [illegible] Hart
J. H. Versteeg
D. E. Swan
J. B. Boyd
J. L. Sollis
R. N. Bothman
E. L. Hardt

9

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 13, 1977

Southern Pacific Trans. Co.
One Market Street
San Francisco CA 94105

ATTN: Mr. Ray Wimp

S.W. Denney Rd. Intchge. Section
Beaverton-Tigard Highway
Washington County
FAP No. US 466(14)

Dear Sir:

On May 6, 1977, I wrote to the Federal Highway Administration office in Salem requesting approval of a procedure in determining the amount of participation to be provided by Southern Pacific Transportation Company in the construction of the S.W. Denney Road Interchange at the Beaverton-Tigard Highway. As you are aware, this interchange structure removes the existing grade crossing of the Tillamook Branch of Southern Pacific and replaces it with an overcrossing.

Enclosed is a copy of a letter received by the Highway Division approving the procedure by which we determined the amount of participation Southern Pacific would have to bear in the construction of this overcrossing structure. It is hoped that with this information, Southern Pacific will have sufficient data to prepare the necessary Construction-Maintenance Agreement to allow the Highway Division to construct this project.

If there is any further information I can provide to you, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db
Enclosure

cc: Southern Pacific
Portland-w/enc.

MAY 3

Form 81-734-3123

8558

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 10, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project US 466(14)
S.W. Denny Rd. Interchange Sec.
Beaverton-Tigard Highway

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The information submitted with Mr. Chidsey's May 6 letter concerning Southern Pacific Transportation Company's cost participation on the subject project has been reviewed and found acceptable.

for G. L. Green

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ROW 18-2

9

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 6, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street NE
Salem OR 97310

Southern Pacific Transportation Co. Cost Participation
S.W. Denney Road Intchge. Section
Beaverton-Tigard Highway
Washington County
FAP No. US-466(14)

Dear Mr. Green:

The upcoming project to construct a grade separation structure at the intersection of S.W. Denney Road with the Beaverton-Tigard Highway in Washington County includes the removal of an existing railroad-highway grade crossing of the Tillamook Branch of the Southern Pacific Transportation Company. In conformance with the Federal Highway Program Manual, Southern Pacific Transportation Company will be assessed five percent of the cost of the grade separation structure which eliminates a grade crossing protected by active grade crossing protective devices.

In conversation with Mr. Vern Cusack of your office, it was determined that since the primary function of the project is to construct a grade separation structure and the elimination of the existing crossing is only incidental, the Southern Pacific Transportation Company should be assessed only for five percent of that portion of the grade separation structure which is required due to the grade crossing existence. I referred this matter to our Bridge Design Section for an analysis and an estimate for the cost of this portion of the work.

The Bridge Section reviewed the structure and arrived at an estimation that 156 additional feet in length of an 82 foot 8 inches wide structure was required. This has a total of 12,896 square feet additional structure due to the grade crossing. The overall cost of the project was estimated to be $2,073,583, with a total interchange structure surface of 51,250 square feet. Obtaining a unit cost of the area of the structure surface gives a figure of $40.46 per square foot. Utilizing this unit cost figure, multiplying by the area of additional structure required by the grade crossing arrives at a value of $521,795 as being net portion of the project cost necessary due to

RECEIVED

Form 81-734-3123

the elimination of the grade crossing. Taking five percent of this amount, results in $26,090 being an estimate of the Southern Pacific Transportation Company's share of the project assessable for the removal of the grade crossing.

It would be appreciated if you could have this approach reviewed and advise me of its acceptance by the Federal Highway Administration. Southern Pacific has requested that tentative approval of this procedure be granted by you before they solicit their management for authority to participate and to prepare and execute the required agreements for the project.

If there is any further information I can provide to you regarding this review, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db

cc: R. L. Schroeder
W. J. Hart
J. L. Sollis
J. B. Boyd
D. E. Swan
R. N. Bothman
E. L. Hardt

8558

April 25, 1977

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: Roger Thomsen
Director of Elections & Records

MISC. CONTRACTS and AGREEMENTS No. 2811

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement with Washington County concerning construction and maintenance details for the Denney Road Interchange Section of the Beaverton-Tigard Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

flm

Att.

cc Don Harwell (conf. agree. att.)

8558

144

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/13/77
Donald L Rust

5-26-77 Bid Letting
~~4-28-77~~ All Clear Deadline

SECTION Dennett Road Interchange
Highway Bremerton - Tigard
County Washington Region
Type of Work C.P. Str. Sn. Pellum. Funds FA
State ✓ Consultant __ Plans Avail. __ Yes __ No

F-79(3)

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration		X			X	No significiant problems
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands		X	X	X	X	
D.O.G.M.I.	X				X	
Corps of Engineers		X			X	General Permit
Coast Guard	X				X	
Co. Conditional Use	X				X	
NPS Air Pollution	X				X	
NPS Water Pollution	X				X	
Co. Stream Permit		X	X	X	X	Cleared by Co. letter 4-11-77
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X				X	
NOISE:						
Noise Study		X			X	Must request exception.

8558

STATE OF OREGON

INTEROFFICE MEMO

TO: HAL VERSTEEG
Road Design Engineer

DATE: April 12, 1977

FROM: ROBERT T. EWEN
Metro Location Engineer

SUBJECT: Denny Road Interchange
Highway 217
County flood plain ordinance

The attached letter was just received from Washington County Planning Director, Larry K. Frazier. This letter clears the Denny Road project from the flood plain ordinance by the statement "will not materially effect the 100-year flood plain of Fanno Creek".

This letter was the result of three meetings held during the past week with Washington County and the city of Beaverton engineers and planners. At one of these meetings I stated the Highway Division would excavate within the limits of our existing right-of-way, wherever possible to provide flood-plain relief.

Please forward to me a copy of our contract plans when the excavated area has been added so that I might submit a copy to Washington County to confirm our commitment.

ja
Enclosure
cc: R. N. Bothman
H. S. Coulter
W. J. Hart
R. L. Lenz

Additional excavation shown on plans & copy of plans sent to Bob Ewen 4-12-77 Don Trout

Versteeg
Olson
Copy Christensen
Scott
Copy Swenson
Savage
1 Trout

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81-125-1387

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

April 11, 1977

PLANNING DEPARTMENT
LARRY K. FRAZIER, AIP, Director
(503) 648-8761

ME PE PR1 PR2 DE
C.C.M.D. = METRO
APR 12 1977
OE FILE T/A

Mr. Robert Ewen
Metropolitan Location Engineer
Oregon State Highway Division
5821 NE Glisan St.
Portland, OR 97213

RE: Proposed Denny Road - Highway 217 Interchange

Dear Mr. Ewen:

The Planning Division has completed a preliminary review of the above referenced project in relationship to the county's flood plain ordinance. Based upon the information submitted we have determined that the proposal is consistent with the purpose and intent of the ordinance.

The proposal will not materially effect the 100 year flood plain of Fanno Creek.

If I can be of further assistance, please contact me.

Sincerely,

Larry K. Frazier, AIP
Planning Director

LKF:fd

cc: Laurie Wall

8558

144

STATE OF OREGON

INTEROFFICE MEMO

TO: GEORGE HOPKINS
Local Government Programs Engineer

DATE: April 1, 1977

FROM: JON ROSE
Federal Aid Engineer

SUBJECT: Signed Agreements
McKay Creek (Hornecker Road) Bridge 234-1918 – Project # OS-3400(1)
Denney Road Interchange 134-1965
Washington County

Here are three copies each of agreements relating to the two subject projects. The Denney Road agreement is a supplement to the Highway 217 throughway agreement and identifies maintenance responsibilities. Limits of Washington County's jurisdiction was questioned since much of the project is within the Beaverton city limits, but the question was resolved in discussions with the County and the City officials.

The agreement on the Hornecker Road Bridge is a supplement to an earlier agreement and provides that the Highway Division will supervise construction of the project. This supplement was requested by the County by a letter dated January 27, 1977, and it is the County's desire to participate wherever possible in the construction engineering and inspection to gain familiarity with federal materials testing and record-keeping procedures.

Please take the next step in processing these agreements.

JR/ldo

Attachments

cc: Region 1 w/attachment

REFERRED TO

Baerd Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

C.C. J. H. Versteeg
Cliff Laux

MRC 81077

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MANOR C. HOLMES

81.125.1387

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
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MILLER M. DURIS
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

March 28, 1977

Mr. Jon Rose
Federal Aid Engineer
Oregon State Highway Division
Metropolitan Office
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

I am not sure who should be in receipt of these agreements, but I know they go to the Transportation Commission and that you can handle this for me.

Enclosed are the agreements executed by the Washington County Board of Commissioners for Hornecker Road Bridge and the Supplemental agreement for Denney Road-Highway 217 Interchange. Attached to each are the official Minute Order pertaining to same covering their execution.

Thank you very much for getting these to the right individual for processing. If you have any questions or need anything additional please contact me.

Yours very truly,

John F. Crockett, P.E.
Director of Public Works

JFC:js
Enclosures

ME FE FR1 PR2 DE
C.C.I.D. = METRO
MAR 30 1977
OE FILE T/A

#8558

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: See below

ST PROJECT NO.: Various

FROM: G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: --

COUNTY NAME: Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

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DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-7-77	----	-----

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

Program change - add archeology studies.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Archeology studies

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-23-77 letter, I approve the program change adding archeology studies to the projects as shown below and you are authorized to proceed with those studies for the costs shown.

	PROJECT	TEC	FF
#8558	U-F-79(2)	$500	$429
#8521 -	RS-30-116(1)	500	429
#8567 -	OS-0700(1)	450	351
	OS-2501(1)	470	367

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-31-77	E. W. Black	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8558

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
[redacted]
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

March 28, 1977

Public Utility Commissioner of Oregon
Labor & Industries Building
Salem, OR 97310

Attention: Donald A. Still
Rail, Rate and Services Division

RE: SXF 902 - PUX 1123

Dear Mr. Still:

Because the Federal Highway Program Manual, volume 6, Chapter 6, Section 2, Subsection 1, Paragraph 6, Subparagraph b (3) requires that on projects where an existing grade crossing is eliminated at which there are active warning devices in place, the railroad share of the project cost should be 5%, I would therefore like to request that on page 13, item 22 the percent of cost to be borne by the Oregon State Highway Division be changed from 100 percent to 95 percent and under Oregon State Highway Division the words Southern Pacific Transportation Company be entered and 5 percent be placed opposite of their name.

The specific dollar breakdown of costs between the Highway Division and the Southern Pacific Transportation Company will be contained in an agreement between the Highway Division and Southern Pacific Transportation Company.

Sincerely yours,

[redacted]

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: John Wiley Gould, SPTC
J. W. Ferguson, SPTC
Harold F. Brauner
Beaverton City
Washington County
Northwest Natural Gas Co.
H. S. Coulter
C. O. Fredrickson (John Sheldrake)
C. T. Keasey
D. N. Harwell (D. E. Swan)
James E. Chidsey

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H. S. COULTER

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

March 24, 1977
Salem OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

SUBJECT: Construction Time Limitations on Project Inyolving Railroad Rights of Way

TO: J. H. Versteeg
Road Design Engineer

R. W. Ellison
Acting Bridge Engineer

B U I L D I N G

On the S.W. Denney Road Interchange Section of the Beaverton-Tigard Highway, a delay was experienced in the preparation by the Southern Pacific Transportation Company of necessary agreements with the Highway Division allowing us the right of entry onto their property to construct the proposed project. As a result, it has been necessary to request special permission from the Federal Highway Administration to advertise the project when the right of entry has not been obtained.

In conversation with Southern Pacific Transportation Company, they advise that one of their major stumbling blocks in preparing the necessary data for transmission to the head office in San Francisco was the lack of information regarding the time frame in which the project was to be constructed. This is a vital part of their information since the time limitation is required so that they may accurately determine the amount of railroad protective costs to be incurred by them and subsequently reimbursed by the Highway Division.

It would be appreciated in the future, on any project involving railroad rights of way, as soon as the preliminary plans for the project have been prepared and the right of way needs established, that I be provided a time frame for construction of the project. I realize that that stage and time this may be a little difficult to do, but I feel it is necessary in order to prevent delays in the future of projects involving railroad rights of way. As I previously stated, this is a vital piece of information to the railroads and without this time frame, it is not possible for them to prepare the project for submission to their head office for ultimate approval. If there is any further information you require regarding this matter, please contact me.

JEC:dmb

cc: R. L. Schroeder
C. T. Keasey
J. B. Boyd
J. L. Sollis
L. W. Rulien
Art Brummitt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 24, 1977
Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Mr. D. E. Swan
Federal Aid Engineer

ATTN: Joe Gaither

SUBJECT: Permanent Easements from SPTC
Denney Rd. Intchge. Section
Beaverton-Tigard Highway
Washington County
FAP No. U-466(14)

B U I L D I N G

In order to construct the S.W. Denney Road Interchange Section of the Beaverton-Tigard Highway, it is necessary to obtain permanent easements from the Southern Pacific Transportation Company. Due to various factors, the Southern Pacific Transportation Company has not been able to furnish us with a Construction-Maintenace Agreement for this project to date. In conversation with SPTC, they advise that the necessary Construction-Maintenance Agreement will not be forthcoming until late in the second half of the month of April. In order to advertise for bids for this project on April 7, it will be necessary to receive approval from the Federal Highway Administration for a variance in the clearance of the right of way. I have been assured by Southern Pacific Transportation Company that the agreement will be in my hands by the first of May.

Yesterday, I had conversation with Mr. Vern Cusack of the Federal Highway Administration, and he advised that the project can be advertised without the right of way from Southern Pacific Transportation Company being obtained at the time of PS&E. It will be necessary to put a restriction in the Special Provisions for the project holding the contractor out of the Southern Pacific Transportation Company property until such time as the agreement and permission to enter have been received. As a result of my conversation with Mr. Cusack, I advised John Day of the Specifications Section to insert a clause in the Special Provisions for the project advising the contractor that he may not enter onto Southern Pacific Transportation Company until the necessary permit of entry is received. Further, the specifications will state that it is estimated but not guaranteed that this right of way will be received on or before June 1, 1977. I have every confidence that the construction agreement and necessary permit of entry will be received by the Highway Division well in advance of this June 1 date.

The Southern Pacific Transportation Company has apoligized to me for the delay in their preparation of this necessary agreement. They have suffered a reduction in forces in the past two years and with a increased workload, they presently do not have the manpower to turn these agreements out with any degree of speed. The Highway Division is also responsible for some delay in this from a standpoint of inability to furnish them with precise plans, project time limits, etc. At the present time, it is anticipated that a revision of

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the proposed permanent easements will be necessary in order to preclude the necessity of paying Southern Pacific Transportation Company for complete loss of ability to build a second track through the area.

It would be appreciated if you would request formal permission from the Federal Highway Administration to advertise the project on April 7, 1977, with the Southern Pacific Transportation Company's right of way not being clear at that time. If there is any further information you require in preparing this formal request, please contact me.

JEC:db

cc: R. L. Schroeder
J. B. Boyd
J. L. Sollis
R. W. Ellison
W. J. Hart
J. H. Versteeg

8558

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 24, 1977

Salem OR 97310

FILE: ~~ROW~~ 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

SUBJECT: PUC Application for Construction
at S.W. Denney Rd. Overcrossing
Beaverton-Tigard Highway
PUX 1123

TO: J. L. Sallis
Asst. Attorney General

B U I L D I N G

In reviewing the State's application to the Public Utility Commissioner for the construction of the proposed S.W. Denney Road Overcrossing of the Beaverton-Tigard Highway and the Southern Pacific Transportation Company, Tillamook Branch, I note on Page 13, Item 22 "Who will pay for said construction?", the response states that the Oregon State Highway Division will pay 100 percent of the cost. The Federal Highway Program Manual, Volume 6, Chapter 6, Section 2, Subsection 1, Paragraph 6, Subparagraph b(3) requires that on projects eliminating the existing grade crossings at which active warning devices are in place, the railroad's share of the project cost shall be 5 percent.

In view of this FHPM requirement, Item 22 of the application should be amended to read "Who will pay for such construction? Oregon State Highway Division, 95 percent of cost; Southern Pacific Transportation Company, 5 percent of cost." In conversation with Southern Pacific Transportation Company, they advise that their San Francisco office is assuming that they are required to pay 5 percent of the cost of the project.

As a result of this conversation with Southern Pacific, I have requested the Bridge Section to prepare an estimate of that cost for the grade separation structure which would carry three lanes of traffic, which matches existing configuration, over the railroad track. No cost should be included in this estimate for the side approach ramps, the additional lane on the overcrossing structure, or that portion of the structure which carries traffic over the Beaverton-Tigard Highway. Upon receipt of this estimation of cost, I will forward it to Southern Pacific Transportation so that they may include it in the Railroad-State agreement covering the construction of the overcrossing structure.

JEC:db
cc: R. L. Schroeder
J. B. Boyd
R. W. Ellison
L. W. Rulien
D. E. Swan

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 18, 1977

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Denney Road Interchange
Beaverton-Tigard Highway
Washington County

TO: MEMO TO THE FILES

Preliminary plans for the project were reviewed March 14, 1977, at the Region I office in Milwaukie.

The review was attended by:

Dick Johnston, Southern Pacific Transportation Company
Bill Harding, Southern Pacific Transportation Company
Walt Hart, Regional Engineer, O.H.D.
Marion Craft, Region Construction Engineer, O.H.D.
Wally Bryant, Area Engineer, F.H.W.A.
Jim Cochell, Resident Engineer, O.H.D.
Ron Failmezger, Region Traffic Engineer, O.H.D.
Fred Yarbrough, Soils Engineer, O.H.D.
Bill Beard, Final Design Unit, O.H.D.
Phil Preston, Utility Engineer, O.H.D.
Ted Inloes, Utility Engineer, O.H.D.
Al Hansen, Final Design Unit, O.H.D.
Fred Eriksen, Final Design Unit, O.H.D.

Plan and specification details were discussed as follows:

1. The Railroad representatives indicated approval for the project from their San Francisco office may not be forthcoming in time for the April 28 letting.

2. The railroad signal changeover from the present location to the detour location will take a day or two. Flagging will be required during the changeover. There are 6 crossings a day plus some traffic on the spur track.

3. The gas line in Denney Road may require some temporary relocation due to the change in grade and stage construction.

4. The use of plant mix bituminous base or cement treated base in the base design was discussed. It was generally thought that plant mix bituminous base was the best choice for the project due to the stage construction and the need to maintain traffic across the work areas on Denney Road.

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5. Permanent signing is included in the project and will be done by the contractor.

6. The disposition of the excavation from the embankment foundation trenches was questioned. Mr. Yarbrough and Mr. Cochell believe the material can be incorporated in the embankments as planned with little difficulty.

7. Region proposed that concrete barrier be used in the bridge column area in the Beaverton-Tigard Highway median. The plans show metal median barrier because this type has been used on this highway from I-5 to the Sunset Highway.

8. The need for widened areas for bus stops on the "C" and "D" Line ramps at Denney Road was mentioned. The Region will investigate whether these areas should be provided.

9. Concern over the amount of drainage being carried by the 18" pipe under the railroad at highway sta. 254+00 was expressed by the Railroad. The drainage area handled by the pipe has not been increased, though we are going to a closed system (inlets and manholes).

10. Access holes are being provided in the structures for utilities and conduits provided under the impact panels.

11. Mr. Yarbrough indicated a settlement indicator should be installed at about "DR" Sta. 16+00.

12. It was indicated that "pre-boring" will be required at the end bents on the main structure and the Fanno Creek structure.

13. The contract specifications will require pile load tests to determine pile lengths.

14. The clearance dimension at the railroad (on the bridge drawings) it was pointed out - should be marked "minimum".

15. The embankment around the base of the main structure bent DR-3 will be slope paved.

16. The Fanno Creek structure on the Beaverton-Tigard Highway was to have the deck A.C. wearing surface removed and replaced. Mr. Hart indicated this will not be done.

17. The specifications are to state the contractor is to install gas company furnished inserts.

18. The Region indicated water requirements for grading work on the project should not be a problem.

19. Backfill material for the City of Beaverton waterline, it was decided, should be granular.

20. Temporary illumination for the detour intersection at the Beaverton-Tigard Highway will be provided.

21. The plans should show fence along the right of way line adjacent to the sewer plant. Mr. Cochell will determine the type to be provided and we will add it to the plans. Highway Maintenance will remove the existing fence.

22. Road closures limitations for Denney Road and the Beaverton-Tigard Highway were discussed. In general, it was thought closures should be limited to 20 minutes, during off peak hours.

FE:az
cc: To All Participants

8558

Oregon State Highway Division

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING, SALEM, OREGON 97310

March 18, 1977

CERTIFIED MAIL

R & D Development Co.
c/o The Robert Randall Company
4242 S. E. Milwaukie Avenue
Portland, Oregon 97202

R & D Development Co.
c/o Drake Development Corporation
1618 S.W. 1st Avenue
Portland, Oregon 97201

File 48987
Sunset Highway-Pacific
Highway Section
Beaverton-Tigard Highway

Gentlemen:

The Highway Division of the Department of Transportation has planned a project to improve the above captioned section of highway.

For this needed public improvement and in order to accomplish the planned project the Oregon Transportation Commission has found that the hereafter described acquisition is necessary. The acquisition is as follows:

Title in fee simple to the following described real property for right of way purposes including its use for widening Denny Road:

PARCEL 1

A parcel of land lying in the SW¼NW¼ of Section 23, Township 1 South, Range 1 West, W.M., Washington County, Oregon and being a portion of that property described in that deed to R & D Development Company, recorded in Book 936, Page 598 of Washington County Record of Deeds; the said parcel being described as follows:

Beginning on the Westerly line of said property at the Northeast corner of that property designated as Parcel 2 and described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 489, Page 185 of Washington County Record of Deeds; thence Southeasterly in a straight line to the Easterly line of said

R & D Development Company property at a point 25 feet Northerly of the Southeast corner of said last mentioned property; thence Southerly along said Easterly line 25 feet to said Southeast corner; thence Westerly along the Southerly line of said last mentioned property to the Southwest corner thereof; thence Northerly along said Westerly line to the point of beginning.

The parcel of land to which this description applies contains 0.11 acre, more or less.

A permanent easement across the following described real property for the purpose of constructing, but not thereafter maintaining, a roadway in connection with said project. Fee simple title to the land to be used for this easement is not being sought by this acquisition with the full use and dominion thereover to be retained by you; provided, however, that such use shall not be permitted to interfere with the purpose for which this easement is obtained. The real property across which this easement is required is described as follows:

PARCEL 2

A parcel of land lying in the SW¼NW¼ of Section 23, Township 1 South, Range 1 West, W.M., Washington County, Oregon and being a portion of that property described in that deed to R & D Development Company, recorded in Book 936, Page 598 of Washington County Record of Deeds; the said parcel being described as follows:

Beginning at the Northwest corner of Parcel 1; thence Northerly along the Westerly line of said property to the Northwest corner of said property; thence Southeasterly in a straight line to the Northerly line of Parcel 1 at a point 70 feet Easterly of the point of beginning; thence Westerly along said Northerly line 70 feet to the point of beginning.

The parcel of land to which this description applies contains 0.07 acre, more or less.

All rights of access of every nature to the right of way of said highway project including Denny Road; except that there shall be no restriction of access:

1) To Denny Road Easterly of Highway Engineer's center line Station "D" 24+80 on Denny Road; and

2) To the area described as Parcel 2.

I have been authorized by the Oregon Transportation Commission to extend its offer to you for delivery of a warranty deed to the State of Oregon, by and through its Department of Transportation, conveying the acquisition hereinabove described. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate part of the real property taxes for the fiscal year during which the State takes possession of or receives title to said acquisition. For the conveyance I have been authorized by the Oregon Transportation Commission to offer to you, and do hereby offer to you, the sum of $22,600.00.

The State will, however, accept the conveyance subject to the interest of others than yourselves in the following encumbrance:

Easement for installation and maintaining of landscaping recorded June 29, 1973, in Book 932, Page 825.

May I ask your earnest consideration of this offer at an early opportunity. The time and services of the right of way agent who has negotiated this file will continue to be available for any further assistance needed. He is able to arrange the details for closing this transaction. The offer is extended with the hope that this file may be concluded to the satisfaction of all, and it is toward this end that I have extended the offer of the Commission with the hope that you may find it acceptable.

Yours very truly,

H. S. COULTER
State Highway Engineer

ALR:jk

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ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 18, 1977

CERTIFIED MAIL

Edwards Industries, Inc.
10350 S.W. 5th
Beaverton, Oregon 97005

R & D Development Co.
c/o The Robert Randall Company
4242 S. E. Milwaukie Avenue
Portland, Oregon 97202

R & D Development Co.
c/o Drake Development Corporation
1618 S.W. 1st Avenue
Portland, Oregon 97201

Edwards Mortgage Co.
P. O. Box 549
Beaverton, Oregon 97005

File 48986
Sunset Highway-Pacific
Highway Section
Beaverton-Tigard Highway

Gentlemen:

The Highway Division of the Department of Transportation has planned a project to improve the above captioned section of highway.

For this needed public improvement and in order to accomplish the planned project the Oregon Transportation Commission has found that the hereafter described acquisition is necessary. The acquisition is as follows:

Title in fee simple to the following described real property for right of way purposes including its use for widening Denny Road:

A parcel of land lying in Sections 22 and 23, Township 1 South, Range 1 West, W.M., Washington County, Oregon; the said parcel being described as follows:

Beginning on the Northeasterly line of that property conveyed to the State of Oregon, by and through its State Highway Commission, recorded in Book 489, Page 185 of Washington County Record of Deeds at a point opposite and 310 feet Easterly of Engineer's Station 252+75 on the center line of the Beaverton-Tigard Highway, which center line is described

in said State of Oregon deed; thence Northwesterly along the Northeasterly line of that property designated as Parcel 1 and described in said State of Oregon deed 25 feet; thence Southeasterly in a straight line to the Northerly line of that property designated as Parcel 2 and described in said State of Oregon deed at a point 60 feet Easterly of the point of beginning; thence Westerly along said Northerly line 60 feet to the point of beginning.

The parcel of land to which this description applies contains 0.02 acre, more or less.

All rights of access of every nature to the right of way of said highway project including Denny Road; except that there shall be no restriction of access to a road easement to extend in a Northwesterly direction from approximately opposite Highway Engineer's center line Station "D" 25+00 on Denny Road to a point on the Easterly property line 100 feet North of said center line of Denny Road.

I have been authorized by the Oregon Transportation Commission to extend its offer to you for delivery of a warranty deed to the State of Oregon, by and through its Department of Transportation, conveying the acquisition hereinabove described. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate part of the real property taxes for the fiscal year during which the State takes possession of or receives title to said acquisition. For the conveyance I have been authorized by the Oregon Transportation Commission to offer to you, and do hereby offer to you, the sum of $7,700.00.

May I ask your earnest consideration of this offer at an early opportunity. The time and services of the right of way agent who has negotiated this file will continue to be available for any further assistance needed. He is able to arrange the details for closing this transaction. The offer is extended with the hope that this file may be concluded to the satisfaction of all, and it is toward this end that I have extended the offer of the Commission with the hope that you may find it acceptable.

Yours very truly,

H. S. COULTER
State Highway Engineer

ALR:jk

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U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND AUTHORIZATION

FEDERAL AID PROJECT NO. *U-F-79(2)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM NO.

ITEM NO. 168

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 21 '77
REFER TO Rulien FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-17-77	Primary 79 (old FAS 628)	Secondary 144

GENERAL LOCATION:
"Allen Ave. and Denny Road Interchange."

GENERAL DESCRIPTION OF WORK:
Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) Program change.
Add consolidated primary funds,
TEC $236,573, FF $148,583.

REMARKS

As requested in Mr. Rulien's letter of 3-10-77, I approve the program change to change project number to U-F-79(2) - old US-466(12) to conform with approved system realignment.

Also, as requested, I approve the program change to add consolidated primary funds to supplement the Urban Extension funds at a total estimated cost of $236,573 - Federal funds $148,583.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-17-77	[signature]	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

Form FHWA 121 (Rev. 5-73)

8558

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 16, 1977

In reply refer to: 1041BR

SUBJECT: Oregon Project US 466(12)
Denny Road Interchange

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAR 17 '77
ROUTE TO
Bridge
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

TO : Mr. H. S. Coulter, State Highway Engineer
ATT : Mr. R. W. Ellison, Bridge Admin Engineer

We reviewed Mr. Ellison's submittal of March 1, 1977 on the proposed pile specifications and the addendum foundation recommendations for the Denny Road Interchange project. This added information certainly will reduce the foundation costs and eliminate previous questions as to pile penetration.

We offer the following additional comments:

Please refer to page 5, par 1, of the proposed test pile specifications. We wonder if you are too restrictive in the 15 minute interruption time. We would suggest that you consider "15 minutes or as directed by the engineer." Also, we note that refusal is defined as 240 blows per foot for a concrete pile. We feel this will fail the pile and suggest you cut this value to "120 blows per foot or as directed by the engineer." Please note that what you propose will give bearings in excess of what the piles are designed for.

In the order of load testing, we suggest that you consider testing the short 30 foot pile first, followed by the 45 foot pile, and if that fails, then test the 60 foot pile. This is expected to give a more accurate loading in the operating range of the design piles. Under load test #4, we wonder if the test shouldn't be performed 15 days after load test #1 rather than #2.

Please consider these comments in the preparation of the contract documents. The project is approved as noted.

for G. L. Green

7558

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FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1977

To: J. H. Versteeg
Road Design Engineer

SUBJECT: Denny Road Interchange Section
Beaverton-Tigard Highway
Washington County
Measure Settlement Under Fill

We have demonstrated our helplessness to forecast settlement under the conditions prevailing at this site, and recently recommended procedures by experts provide for the considerable application of judgment in making a settlement estimate. Therefore, valuable development of our judgment will be made by measuring the actual settlement that occurs here.

It is proposed that one settlement plate should be installed near station DR 16+50, where the fill load is about the most, and near two drill holes to help with evaluation. It should be installed and the settlement monitored by the Resident Engineer. Bidders should be advised that the Contractor must place fill around it and protect it from disturbance. It should be located on the cross section so that the extension emerges in the shoulder near the curb. After the fill is completed, the measurement can be made from a bench mark on it, and ultimately from a mark on the curb after it is constructed.

Information of particular interest is the amount of total settlement, and how long does it take to be fully completed? Both Soils & Geology Unit and Bridge Section will be interested to know the result.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: Frank Terpin
Fred Eriksen w/detail print
Marion Craft
Jack Davis
Jim Cochell w/detail print
Dan Gano

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Cole — Sampre
Eriksen FE — Watson
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WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

PLANNING DEPARTMENT
LARRY K. FRAZIER, AIP, Director
(503) 648-8761

February 22, 1977

Mr. Donald L. Trout
Oregon State Highway Division
State Transportation Building
Salem, OR 97310

Dear Mr. Trout:

The Washington County Planning Department has received a copy of a permit application #2459, for alteration of the flood plain at the Denney Road and Highway 217 intersection, from the Director of the Division of State Lands.

Please be advised that Washington County has adopted Flood Plain Regulations which are embodied in our Zoning Ordinance. Any alteration of Fanno Creek or within the 100 year flood plain is subject to these regulations. An appropriate application must be filed and approved by the County in addition to your application which you filed with the Division of State Lands. A copy of the application and the Flood Plain Ordinance are enclosed.

Please contact Laurie Wall, Assistant Planner, at 648-8761 to arrange for a pre-application conference if you have any questions. We will look forward to receiving your application in the near future.

Sincerely,

Larry K. Frazier, AIP
Director

LKF:mp

Enclosure

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Salem, Oregon
February 17, 1977

Fred Eriksen
Design Engineer Supervisor

Marion Craft
Region Construction Engineer

Denney Road Interchange
Beaverton-Tigard Highway
Washington County

We have reviewed your comments on the channelization plan proposed for the Denney Road Detour intersection as follows:

1. Concrete barrier was not used for the temporary barriers because of the difficulty in terminating it at the detour intersection. We felt the metal barrier was the best solution in this situation. We will use a modified Type "C" end piece at the nosing.

2. Reflective buttons will be used to delineate the temporary lanes lines.

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Salem, Oregon
February 17, 1977

Fred Eriksen
Design Engineer Supervisor

Bryant Jackmond
Construction Field Engineer

Denney Road Interchange
Beaverton-Tigard Highway
Washington County

We have reviewed your comments and suggestions on the channelization plan proposed for the Denney Road Detour intersection as follows:

1. A crash cushion at the northerly nose of the temporary median barrier seems unnecessary with posted speeds of 35 mph--and particularly so when the speed of vehicles, passing closest to the nose-in-turning movements will be nearer to 20 or 25 mph. We will use a modified Type "C" end piece on the nose.

2. Traffic line paint and reflective pavement markers will be used to define the temporary lane lines.

3. A pavement overlay will be used on the Beaverton-Tigard Highway to obliterate the temporary lane lines.

4. The temporary median barrier width is approximately 22 feet, which provides 20 feet of working room to construct the 15 foot wide bridge footings. The bridge columns are only 3 feet wide and double guardrail protection for them will take up an additonal 3 feet of the existing 16 foot median. This results in 5 foot median shoulders at this location. The temporary median condition is not desirable, so no consideration was given to making it permanent.

5. Temporary traffic signals will be provided at the Denney Road detour intersection. An advance warning will be provided, as you suggested, because of the false work, etc., at the Denney Road Overcrossing structure.

FE:az

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Form FHWA 121 (Rev. 5-73)

8558

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 7, 1977

In reply refer to: 1041A.1

SUBJECT: Oregon Project US-466(12)
Denny Road-Tigard Section
Scholls Ferry Road Off-Ramp

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
ATT : J. H. Versteeg, Road Design Engineer

The preliminary layout sheet for the subject project has been reviewed and found acceptable for presentation at the public hearing.

for G. L. Green

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REFER TO
D. Versteeg
FOR
Inves | R/D | D/R | Sign | Alt | File

8558

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
February 2, 1977

FILE:

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Denny Road Interchange
Beaverton-Tigard Highway
Washington County

TO: MEMO TO THE FILES

NOTED
E. S. HUNTER

The City of Beaverton contacted our Utility Section last week requesting that we include the relocation of their 16" water main in the subject contract. The relocation of this main was to have been done by the city prior to our contract, but was not accomplished.

It is necessary that this main, which runs down Denny Road, be relocated before other work can be started. It is not practical to have two contractors working in the same area and therefore it should be included with our work at this point in time.

The City of Beaverton is presently preparing design details and will deliver them to us by February 11, 1977. These will be incorporated into our contract plans and applicable specifications written.

This will necessitate the project being rescheduled to the April 28, 1977, bid letting.

DOC:az
cc: E. S. Hunter
L. W. Rulien
W. J. Hart, Region Engineer
G. J. Ballard
F. Eriksen
A. Brummitt
J. Chidsey

RECEIVED
STATE HWY ENGR
FEB 4 '77
REFER TO
FOR
Initial R/D D/R Sign Act File

8558

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 31, 1977

In reply refer to: 1041A.1

SUBJECT: Oregon Project US 466(-)
Denny Road Interchange
Illumination

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. B. HUNTER
1

The proposed roadway illumination design submitted with Mr. Ellison's January 24 letter has been reviewed and found acceptable.

G. L. Green

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STATE HWY. ENG.
FEB 1 1977
REFER
E. Ellison

cy Ellison
2-1-77

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Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

January 31, 1977

FILE:

FROM: TED INLOES
Region Utilities Engineer

SUBJECT: DENNEY ROAD INTERCHANGE
January 28, 1977

TO: MEMO TO THE FILE

I met Phil Preston and Al Hansen at the City Engineer's office in Beaverton at 10 a.m. They had brought up Cross Sections and Structure plans and the data and instruction they need to work up an estimate of cost for the relocation of their 16 inch water main in Denney Road. They are going to break the estimate down into two sections; the State cost and the City cost. The City cost, if approved by the State, will be a lump sum amount owing the State. The total relocation work will be included in the contract and installed by the contractor for the project.

They mentioned the six inch service shown on the plan crossing Denney Road to the south is actually an 8 inch and they plan to upgrade it to 10 inch. They are going to estimate the cost for both the 8 inch and 10 inch and will pay the difference for upgrading. Don Faris said the remaining 6 inch shown on the south side could be abandoned and service to Unified Sewerage could be coming in from a street to the west.

Jerry Williams said it would take approximately two weeks for him to work up the estimate. They are also going to work up the specifications for the contract. Phil Preston said that if the State and City could agree on a cost that there should be no problems getting this work included in the contract. The City is to contact Phil direct while I am gone in February.

TI/ggw

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Cole ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
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STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. VERSTEEG Attn: Don Stoudenmeyer
Design Engineer

DATE: January 28, 1977

FROM: R. T. EWEN
Metro Location Engineer

SUBJECT: Preliminary Striping Plan
Denney Road Interchange

We are returning herewith one copy of the preliminary striping plan for Denney Road Interchange, in which our resident engineer and region traffic engineer have completed review.

We believe the yellow transverse lines should be deleted on this detail striping plan.

2-1-77
Received superseder

RTE:pq

Attachment

cc D. L. Peterson
Jim Cochell

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

January 26,1977

FROM: O. B. Jackmond
Construction Field Engineer

SUBJECT: Denny Road Interchange
Beaverton - Tigard Highway
Washington County

TO: Duane O. Christensen
Final Design Engineer

The following comments and suggestions are offered in respect to the proposed channelization at the Denny Road detour intersection:

1. A Fitch barrel or other crash cushion be included at the northerly nose of the temporary median rail. (Sta. 252+70)

2. Both traffic line paint and reflectorized pavement markers be used to define temporary lane lines and channelization on Beaverton-Tigard Highway.

3. The project should include a pavement overlay on the Beaverton-Tigard Highway from Sta. 248 to Sta. 259 in order to obliterate the temporary traffic line markings.

4. Consideration might be given to increase the permanent median width on the Beaverton-Tigard Highway to 20 ft. in order to provide clearance for the bridge columns.

5. Temporary traffic signals will be needed at the Denny Road detour intersection. An advance warning beacon should be provided for northbound traffic and should be inter-tied to the traffic signals. Northbound traffic will probably have difficulty seeing the signal due to structural falsework, etc....

OBJ:mk

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

January 24, 1977

Illumination
Denny Road Interchange Section
Beaverton-Tigard Highway
Bridge 16143
Washington County

Attached is the proposed roadway illumination design for Denny Road Interchange. The estimated cost for the illumination installation is $54,900 (engineering and contingencies not included). This project is scheduled for the May 26 letting.

We would like your approval for this project.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Acting Bridge Engineer

Attachment (2)

cc E. S. Hunter
Walter J. Hart, Region 1
L. W. Rulien

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FOR
C. E. D.R. Sign Att. File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

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OF D.

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 20, 1977

FROM: Duane O. Christensen
Final Design Engineer

TO: C. T. Keasey
M. A. Craft

SUBJECT: Denny Road Interchange
Beaverton-Tigard Highway
Washington County

The structure planned for the Denny Road crossing will have columns in the Beaverton-Tigard Highway (16 foot) median. The footings for the columns will be 15 feet square. The Bridge Section advises, that 20 feet of width should be provided for a construction work area.

To provide the 20 feet of width, it will be necessary to install barriers and restripe the channelization to fit the detour intersection.

We have developed a channelization pattern on a vellum sheet that can be overlaid on the bridge plan, one copy of each is attached. This plan can be striped on the existing pavement width, without having to do any widening.

Please review the channelization plan and give us your comments or suggestions.

FE:az
cc: Fred Eriksen

1 Versteeg
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2 Christensen
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striping can agree with this design

Noted FE.

Comments?

OK. should be installed using some reflective buttons.

Tom

1/27/77
Discussed with DVC Engineer. He will consider [illegible]

cc: Christensen - Design Sec.

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9

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 20, 1977

Hon. Mike Ragsdale
State Representative
State Capitol
Salem, OR 97310

Dear Mike:

This is in response to your inquiry concerning the Beaverton-Tigard Highway (ORE217).

The Columbia Region Association of Governments has approved preliminary engineering for the off-ramp from Beaverton-Tigard to Scholls Ferry Road, bypassing Washington Square. The planning work is under way now and the survey work will be started shortly.

The pedestrian problem between St. Vincent Hospital and Denny's Restaurant is being considered in the Sunset Corridor public transit analysis, possible re-do of interchange, etc. It is possible that a pedestrian overcrossing might not solve the problem. If either an interchange modification or transit facilities are built, the pedestrian overcrossing could likely be in the way and require major modification. In the meantime, a minimal improvement has been made by placing pavement behind the curbs to provide some semblance of a pedestrian path under the Sunset Highway.

If you have any further questions, please let me know.

Sincerely,

Robert A. Burco
Director of Transportation

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HSC:ia

cc H. S. Coulter
R. N. Bothman
R. P. Hamilton
E. L. Hardt

NOTED
H.S.COULTER

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Robert A. Burco
Director of Transportation

DATE: January 20, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: ORE217, Beaverton-Tigard Highway
Inquiry from Representative Mike Ragsdale

The Columbia Region Association of Governments has approved preliminary engineering for the off-ramp from Beaverton-Tigard to Scholls Ferry Road, bypassing Washington Square. Work should be under way now.

The pedestrian problem between St. Vincent Hospital and Denny's Restaurant is being considered in the Sunset Corridor public transit analysis, possible re-do of interchange, etc. It is possible that a pedestrian overcrossing might not solve the problem. If either an interchange modification or transit facilities are built, the pedestrian overcrossing could likely be in the way and require major modification. In the meantime, a minimal improvement has been made by placing pavement behind the curbs to provide some semblance of a pedestrian path under the Sunset Highway.

HSC:ia

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 18, 1977

FROM: L. W. Rurlen
Program Management Engineer

SUBJECT:

In response to Representative Ragsdale's inquiry about ORE 217 (Beaverton-Tigard Highway) two projects are proposed in the section between Scholls Ferry Road-Barnes Road during the next six years.

They are:

1. Denny Road Intchge. - Scheduled in 1977. This project is grading, paving, structure, sign and illumination work. Estimated cost $3,456,000.

2. Allen Ave. Intchge. - Scheduled in 1978. This project is grading, paving, structure and signing. Estimated cost is $3,393,000.

ERH:ljt

S. Exit into Wash. Square

Scholls Ferry Road -

St. Vincent's - People would like walks over to Denny -

Beaverton-Tigard has approved RE for off-ramp from Bypassing Wash. Square Work should be underway to Scholls Ferry Rd. - and Dennys Restaurant is involved with St. Vincents Hosp. Pedestrian problem - Possible re-do of interchange, etc. - Constructing a pedestrian overcrossing structure might not solve the problem and could likely be in the way of and require major modification or interchange modification or transit facilities in future. A minimal improvement has been made in the past by placing some pavement on the dirt behind curbs to provide a semiuse of the pedestrian path under the Sunset Hwy.

81-125-1387

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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
PORTLAND, OREGON
December 9, 1976

FILE:

FROM: Dan Gano, Regional Geologist

SUBJECT: Potential (Aggregates and Embankment Borrow) Material Sources.

Denny Road Interchange
Beaverton-Tigard Hwy. 144
Washington County

TO: Walter J. Hart, Regional Engineer

The following potential commercial sources of embankment borrow and/or base aggregates are available for the Denny Road Interchange Section. The quarry owners were contacted to determine if, in their opinion, embankmet borrow was available. No State owned sources will be available for this project.

Progress Rock Products, LEWIS QUARRY: Dead haul distance 4.0 miles. Embankment borrow and qualified* aggregate base materials are available. Was used as source of embankment materials for the Greenburg Road Interchange.

Progress Rock Products, MURRAY QUARRY: Dead haul distance 4.9 miles. Embankment borrow available.

Baker Rock Crushing Company, BAKER QUARRY: Dead haul distance 7.4 miles. Embankment borrow and qualified aggregate base materials are available. An A.C. plant is available on site.

L. H. Cobb Crushed Rock, GRABHORN QUARRY: Dead haul distance 8.2 miles. Embankment borrow and qualified aggregate base materials are available.

Cascade Construction Company, ROSS ISLAND BRIDGE PLANT: Dead haul distance 9.8 miles. Qualified aggregate base materials are available. An A.C. plant is available on site.

Tigard Sand and Gravel, TONQUIN QUARRY: Dead haul distance 10.0 miles. Embankment borrow and qualified aggregate base materials are available. An A.C. plant is available on site.

Ross Island Sand and Gravel, K.F. JACOBSEN: Dead haul distance 12.30 miles. Qualified aggregate base materials are available. An A.C. plant is available on site.

Columbia West, RIVERGATE QUARRY: Dead haul distance 14.1 miles. Qualified aggregate base materials are available. An A.C. plant is available on site.

* Qualified sources means that the sources have qualified for use on other state projects. New qualifying samples will be required from that source designated by the contractor for project use.

cc: Fred Bricksen
Duane O. Christensen

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Briksen	Watson
Hager	Wolfe

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LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 Transportation Building

December 9, 1976

Mr. Roger Campbell
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1123

Dear Mr. Campbell:

Enclosed is an original and nine copies of the Application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Co., one copy for service upon Washington County, one copy for service upon City of Beaverton, one copy for service upon Northwest Natural Gas Company, and four copies are for use by your office.

Very truly yours

LEE JOHNSON
Attorney General
ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosures
cc: H. S. Coulter
C. O. Fredrickson
C. T. Keasey
D. N. Harwell
James E. Chidsey

NOTED
H.S.COULTER

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PUC Docket No. SXF_____

PUC Crossing No. ED-754.00

DOT-AAR Crossing No. 749206X

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of The State of Oregon by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.040 (020/030/040), to

construct (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of S. E. Denny Road
(name of street or highway)

and Southern Pacific Transportation Company
(name of railroad company),

Tillamook Branch
(name of railroad main or branch line or other trackage),

in (in/near) Beaverton (name of city/town/rail station), Washington (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection fund.
Estimate of dollar cost to fund: $_____

☒ Federal-Aid Highway System funds.*

Federal Aid Highway Act of 1976

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*

_____

☐ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

BEFOR HE PUBLIC UTILITY COMMISSIONER OF OR N

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) X Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) _____ Other (please specify) _____

_____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon State Highway Division

   Address: Dept. of Transportation Bldg., Salem, OR 97310

2. Statutory authority under which this application is made:

   763.040
   (ORS 763.020/030/040)

   Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

   Railroad milepost 754.00

   City Beaverton

   Nearest railroad station Berburg

   County Washington

   The proposed project is to be in the SE 1/4 of the NE 1/4 of Section 22, Township 1S, Range 1W, W. M.

4. Name of public highway involved in this project:

   Beaverton-Tigard Highway

   Name of public authority with jurisdiction over this highway:
   Oregon State Highway Division

5. Name of railroad involved in this project: Southern Pacific Transportation Company, Tillamook Branch
   (include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

   a. City of Beaverton

   b. Washington County

   c. Southern Pacific Transportation Co.

   d. Northwest Natural Gas Company

   e.

   f.

   Have you served each of these parties with a copy of this application?

   No
   (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. **Describe the project in detail (including its purpose):**

The project consists of constructing an interchange structure to carry Denny Road traffic over the Southern Pacific Railroad tracks and over the Beaverton-Tigard Highway. One-way ramps paralleling the railroad will be an integral part of the new structure.

8. **Is the project contemplated required by the public safety, necessity, convenience and general welfare?** Yes

If yes, why? The Beaverton-Tigard Highway was designed as four-lane expressway with separate crossings. Denny Road is one of two remaining crossings to be separated. Public safety and convenience will be improved by this project.

9. **Is the crossing involved (to be) a separated crossing?** Yes

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. **Is it possible or practical to construct a separated crossing at this location?** _____

If no, why not? _____

11. **Physical description of the crossing:**

a. **The Highway** (Detour)

(1) **Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project:** Project requires a detour road with a grade crossing at RR Mile Post 754.025 (130' north of the existing Denny Road crossing). No crossing exists at the location of the detour so no description of previous alignment is possible. The detour alignment is shown on dwg. no. 3D.

(2) Width---The highway (detour) is 0 feet wide at the crossing at present;
after completion of the project, it will be 24 feet wide at
the crossing; consisting (from
N (N or E) to S (S or W)) of:

At present--		After completion--	
Shoulder* of	0 feet	Shoulder of	4 feet
0 lane(s) at	0 ft.each	1 lane(s)at	12 ft.each
Median of	0 feet	Median of	0 feet
0 lane(s) at	0 ft.each	1 lane(s)at	12 ft.each
Shoulder of	0 feet	Shoulder of	4 feet

Explanation, if necessary _____

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---	At present:	After completion:
Type of surface on traveled way:		
on approaches	---	Asphalt Concrete
at crossing	---	A.C.
Type of surface on shoulders:	---	A.C.
Condition of surface:		
on approaches	---	New
at crossing	---	New
Is the highway curbed on the approaches?	---	No

(4) Gradient, going toward crossing on--	At present:	After completion:
E (N or E) approach	± --- %	± +2.20 %
W (S or W) approach	± --- %	± -0.94 %

(5) Nearest public roadway intersection on each approach---

(a) E (N or E) approach: 150 ft; ADT 33,600 (May 1975)

(b) W (S or W) approach: 1100 ft; ADT _____

Name of road or highway:

(a) Beaverton-Tigard Highway

(b) 111th Ave.

Public authority with jurisdiction over road or highway:

(a) Oregon State Highway Division

(b) Oregon State Highway Division during construction period.

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) Yes (yes/no); (b) No (yes/no).

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

The existing signals will be moved to the detour location

b. The Railroad

	At present:	After completion:
(1) Number of tracks---	2	2

Name of each track from N (N or E) to S (S or W):

Southern Pacific Transportation Co., Tillamook Branch, main line and spur track

(2) Angle of intersection--- ---° 87.93° (mainline)

If more than one track-highway angle exists, please give details below, track by track:

---° 77.7°(spur track)

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

South to North - tangent line with bearing = N03°03'59"E

Intersection - RR on tangent N03°03'59"E, Detour on tangent S89°00'01"E

North to South - approx. 3° curve right

(4) Nearest switch---

	At present:	After completion:
N (N or E) of crossing:	--- ft	160 ft
--- (S or W) of crossing:	--- ft	--- ft

(5) Rail through crossing--- Not applicable

	At present:	After completion:
Weight of rail (lbs/yard):		
Year installed:		
Year manufactured:		

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs:

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 6,000; After completion: 6,000;

Expected 5 years after completion: 7,500.

(2) Speed of vehicles---

	At present: (Detour)	Expected after completion: (Detour)
300 ft from crossing on E (N or E) approach:	--- mph	25 mph
on W (S or W) approach:	--- mph	25 mph
At crossing:	mph	25 mph
Posted speed limit on approaches:	mph	25 mph

(3) Direction of traffic flow: East-West (N & S, etc.) | East-West

b. The Railroad

(1) Train movements--- (avg per day)

	At present:	Expected after completion:
Freight trains:	12	12
Switching movements:	0	0
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	20 mph	20 mph
Typical:	20 mph	20 mph
Slowest normal:	10 mph	10 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

* a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
_____ (N or E) approach:	_____ft to right; _____ft to left
_____ (S or W) approach:	_____ft to right; _____ft to left
(2) From a "safe stopping distance" (see table on Page 8) on the . . .	The motor vehicle operator can see along the railroad . . .
_____ (N or E) approach:	_____ft to right; _____ft to left
_____ (S or W) approach:	_____ft to right; _____ft to left

If these sights distances will be changed on completion of the project, please explain below:

* The highway crossing the railroad is a detour road so sight distance will vary according to falsework used by contractor. After completion of the project, the detour crossing will be eliminated.

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? Yes (yes/no)

If yes, please explain by what and at what point it will be obstructed:

Approaching from East a motorist must negotiate reversing 16° curves. At end of the curve is the Beaverton-Tigard Hwy. and between the highway and railroad is the exist ramp which will be an elevated structure.

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? no (yes/no)

If yes, explain how you propose to overcome this problem:

If no, why not?

Detour does not include a parking lane. Contractor is required by OSHD Specifications to maintain the safety and convenience of the motoring public.

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectorized crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: Commissioner's Std. No. 2, flashing light signals with gongs
Commissioner's Std. No. 4, automatic gate signals

Number of such devices: 2 ; To be located as follows: In the same relative position as the existing signals are on the existing roadway.

(1) Who will perform the installation? Southern Pacific Transportation Co.

(2) Estimated cost of installation: $4,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon State Highway Division	100

(4) Who will maintain these devices? Southern Pacific Taansportation Co.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Co.	100

*** Include cost of furnishing the protective device(s).

b. Protection type: _____

Number of such devices: _____; To be located as follows: _____

_____

_____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

c. Protection type: _____

Number of such devices: _____; To be located as follows: _____

_____

_____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____***

_____

*** Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

Estimated cost of this portion: $ 2,000.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: 0

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Oregon State Highway Division, 100%

b. Remainder of crossing area: 0

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

b. Remainder of crossing area:

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area: _____

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

_____

_____

_____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? _____

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

_____

_____

_____

_____

_____

SECTION III. Separated Crossings

20. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? _____ (yes/no)

If no, please give reasons why attenuators are not necessary:

_____

_____

_____

21. Who will construct the structure?

a. Oregon State Highway Division

b. _____

22. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Southern Pacific Transportation Company

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Southern Pacific Transportation Company

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? Oregon State Highway Division

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes

If so, describe (and attach complete drawing):
See Plan and Elevation - dwg. 22363
Vicinity Map - dwg. 29428

27. Is a temporary cr ing at grade necessary during the c ruction period?

Yes
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: 754.025.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) 18 months

SECTION IV. -- PERMANENT CROSSING CLOSURE Not applicable

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A:

Route B:

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: _____

_____

Route B: _____

_____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: _____

_____

Route B: _____

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? _____ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect: _____

_____

_____

_____

33. What protective devices are currently installed at the crossing to be closed?

_____

_____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? _____ (yes/no)

35. Who will close the crossing? _____

36. Who will bear the expense of closing the crossing? _____

_____

37. Who will maintain the barricades, if any, at the closed crossing?

_____

38. Who will pay for said maintenance? _____

_____

_____

_____

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: None

_____

_____

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, list and explain: _____

_____

_____

If no, explain why not: None in area

_____

_____

_____

41. Other items of construction and cost distribution:

_____

_____

_____

_____

* * * *

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: pgs 10 and 15

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 7th day of December; 1976.

(Applicant)

(Attorney)

I, H. S. Coulter, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

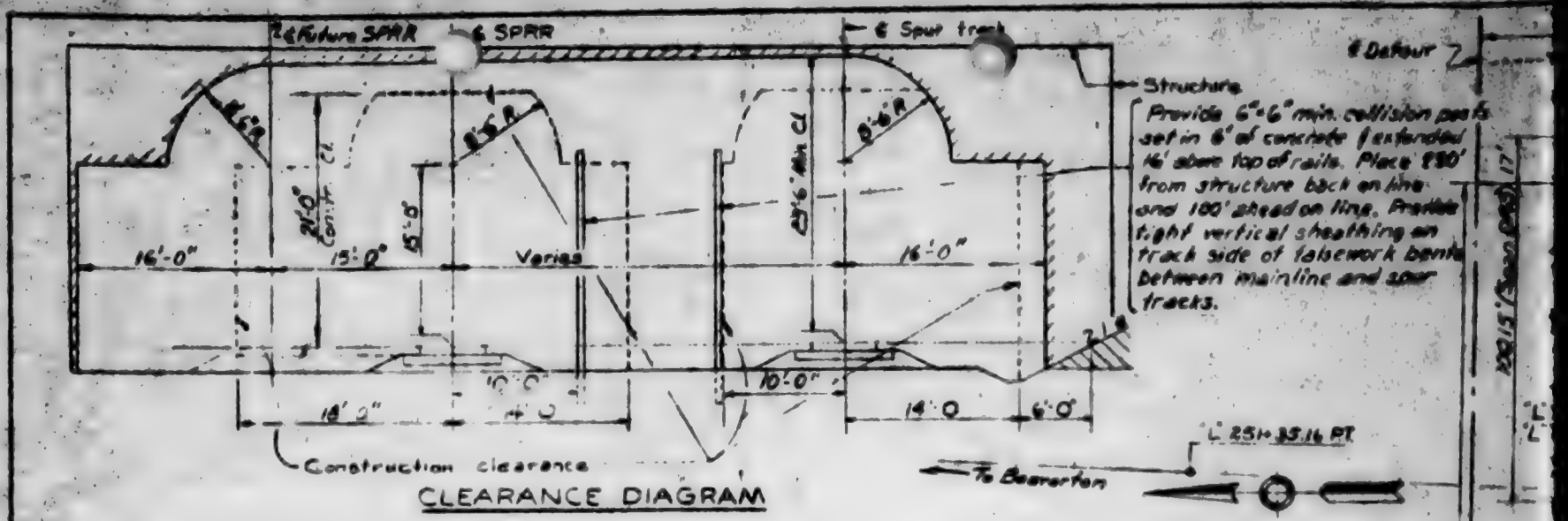
STATE OF OREGON)
) ss.
County of)

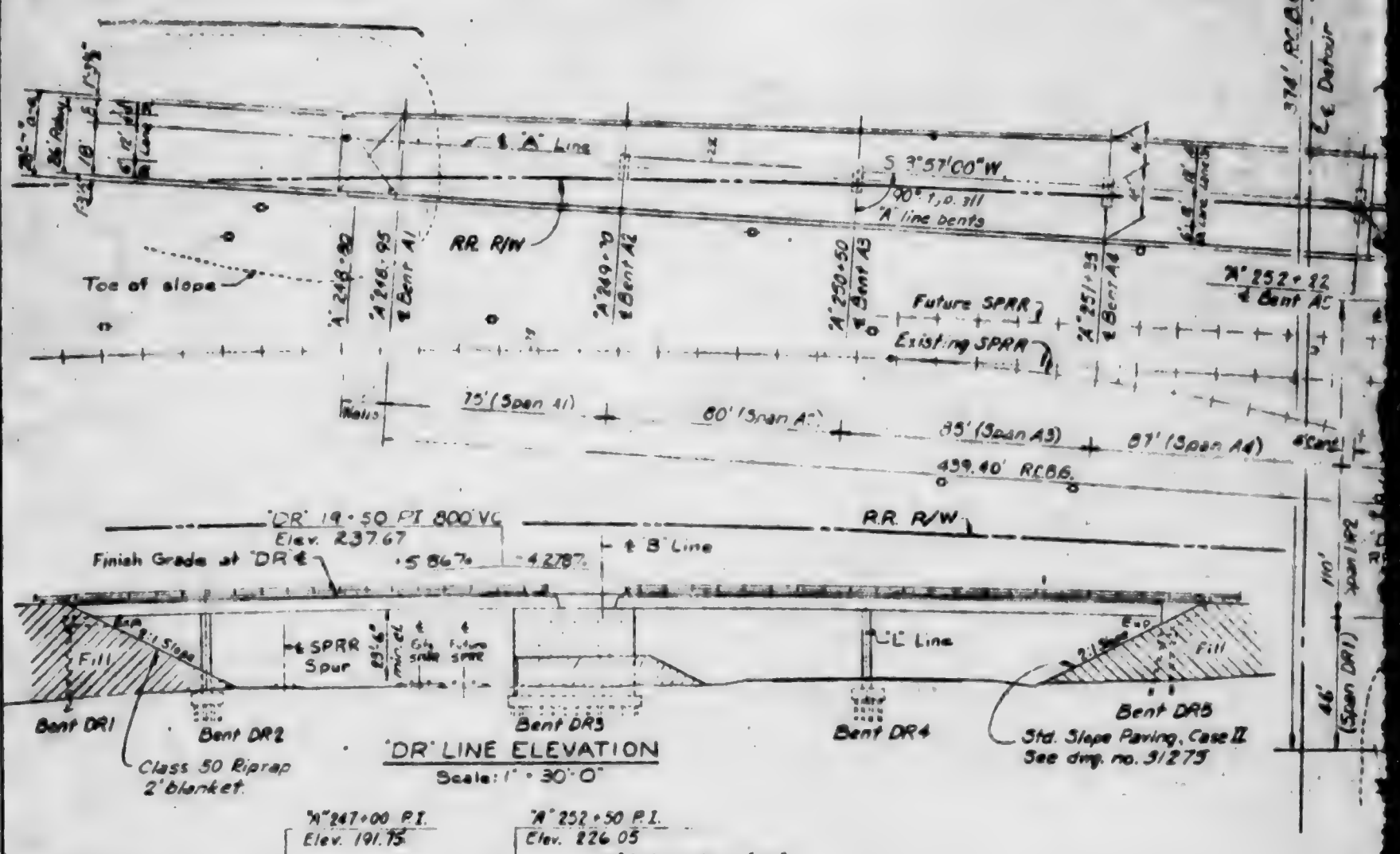
Subscribed and sworn to before me this 7th day of December 1976.

(Notary Public for Oregon)

My Commission Expires: 12-18-76

Form AX-1/75
Signature Page


℄ Future SPRR
℄ SPRR
℄ Spur track
℄ Detour
Structure
Provide 6"x6" min. collision posts set in 6" of concrete & extended 16' above top of rails. Place 250' from structure back on line and 100' ahead on line. Provide tight vertical sheathing on track side of falsework bents between mainline and spur tracks.
16'-0"
15'-0"
Varies
16'-0"
18'-0"
14'-0
6'-0"
Construction clearance
℄ 251+35.16 PT
To Beaverton
CLEARANCE DIAGRAM


℄ "A" Line
S 3°57'00"W
90° T.O. 311
"A" line bents
RR R/W
Toe of slope
"A" 248+92
"A" 248+95
℄ Bent A1
"A" 249+70
℄ Bent A2
"A" 250+50
℄ Bent A3
"A" 251+35
℄ Bent A4
"A" 252+92
℄ Bent A5
Future SPRR
Existing SPRR
℄ Detour
374' R.C.B.G.
75' (Span A1)
80' (Span A2)
85' (Span A3)
87' (Span A4)
439.40' R.C.B.G.
"DR" 19+50 PT 800' VC
Elev. 237.67
+5.86%
-4.27%
℄ "B" Line
R.R. R/W
Finish Grade at "DR" ℄
Exp.
2:1 Slope
Fill
℄ SPRR Spur
℄ Future SPRR
℄ "L" Line
Bent DR1
Bent DR2
Bent DR3
Bent DR4
Bent DR5
Class 50 Riprap 2' blanket
Std. Slope Paving, Case II See dwg. no. 31275
"DR" LINE ELEVATION
Scale: 1" = 30'-0"
"A" 247+00 P.I.
Elev. 191.75
"A" 252+50 P.I.
Elev. 226.05
"A" 253+34.40 = ℄ "DR"
Elev. 227.73
Finish grade at ℄
+0.1333 %
400' V.C.
+6.836%
+2.0%
100' V.C.
"A" LINE GRADELINE
Std. Two Tube Rail dwg. no. 23603 or 23610.
Bent A1
Bent A2
Bent A3
Bent A4

Structure
Provide 6"×6" min. collision posts set in 6' of concrete (extended 16' above top of rails. Place 280' from structure back on line and 100' ahead on line. Provide tight vertical sheathing on track side of falsework bents between mainline and spur tracks.

℄ Detour

130'

72' Rdwy.

℄ "DR" Line

TYPICAL SECTION - "DR" LINE

"DR" 21+74
℄ Bent DR5

"DR" 20+73.85
"L" 253+32.44 POT Bk.
"L" 253+39.38 POT Ah.

"L" 251+35.16 PT

"DR" 20+73.85
℄ Bent DR4

"DR" 19+83.85
"A" 253+34.40 POT.
"B" 253+41.27 POT

℄ Proj. (Bk. DR5)
"L" 17+96

S0°14'W

℄ B Line
90° typ all
"B" line bents

"B" 254+37
℄ Bent B1

"DR" 9+23.83 POT.
"RR" 78+94.50 POT.

"B" 255+08
℄ Bent B2

"B" 255+74
℄ Bent B3

RR R/W

Future SPRR

Exist. SPRR

S3°03'59"W

4' cant.

℄ Brg. "DK" 19+56

"A" 252+22
℄ Bent A5

"A" 251+33
℄ Bent A4

6' chain link fence = 75'-0"

75'-0" Span A5

87°56'

32.54'

24.67'

71.08' Span B1

7' (Span B2)

66' (Span B3)

61' (Span B4)

293.73' R.C.B.G.

"DR" 18+84.64 POT
"RR" 78+99.06 POT

"DR" 18+46
Bent DR2

"DR" 18+00
Bent DR1

2-5" underground PGE conduits.

"B" 253+41.27 = ℄ "DR"
Elev. 227.73

"B" 254+25 P.I.
Elev. 226.05

"B" 259+50 P.I.
Elev. 198.58

-2.0%

100' V.C.

-5.248%

400' V.C.

Finish grade at ℄

"B" LINE GRADELINE

Bent DR3
Std. Slope Paving, Case II
See dwg. no. 31275

1'-3" 5' 36'-0" 36'-0" 1'-5"
5' SW
72'-0" Rdwy
82'-8" out to out

Std. Three Tube Rail
dwg. no. 23653 or 23670

℄ "DR" Line

Std. Two Tube Rail
dwg. no. 23603 or 23610

Bent A4
Bent A5
Bent DR3
Bent B1
Bent B2
Bent B3
Bent B4

Underground telephone conduit

DEVELOPED ELEVATION
Scale: 1"=30'-0"

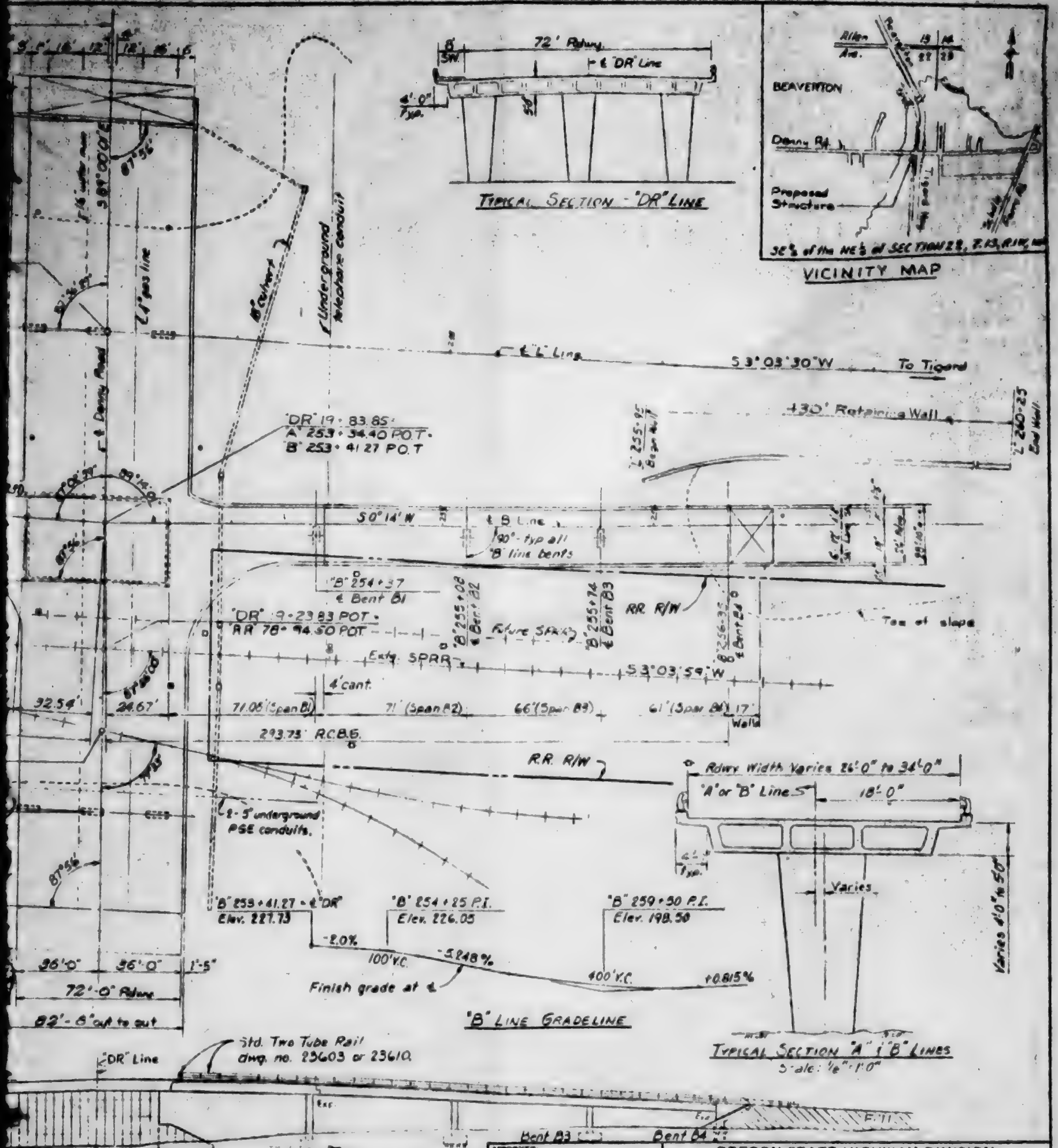
Revised 6-2-76 G.M.H.
Rdwy. Revised 2-27-76 G.M.H.
Revised 11-17-75 TJS
Revised 10-30-75 TJS

APPROVED
BRIDGE ENGINEER
ASST. STATE HIGHWAY ENGINEER
DESIGNED
DRAWN GMH
CHECKED
QUANT.

DENN
BEAVERT
DATE 11-1-7
ACCOMPANI

TYPICAL SECTION - "DR" LINE

VICINITY MAP



"B" LINE GRADELINE

TYPICAL SECTION "A" & "B" LINES
Scale: ½" = 1'-0"

ELEVATION
0'-0"

Revised 6-2-76 G.M.H.
Rdwy. Revised 2-27-76 G.M.H.
Revised 11-17-75 TJS
Revised 10-30-75 TJS

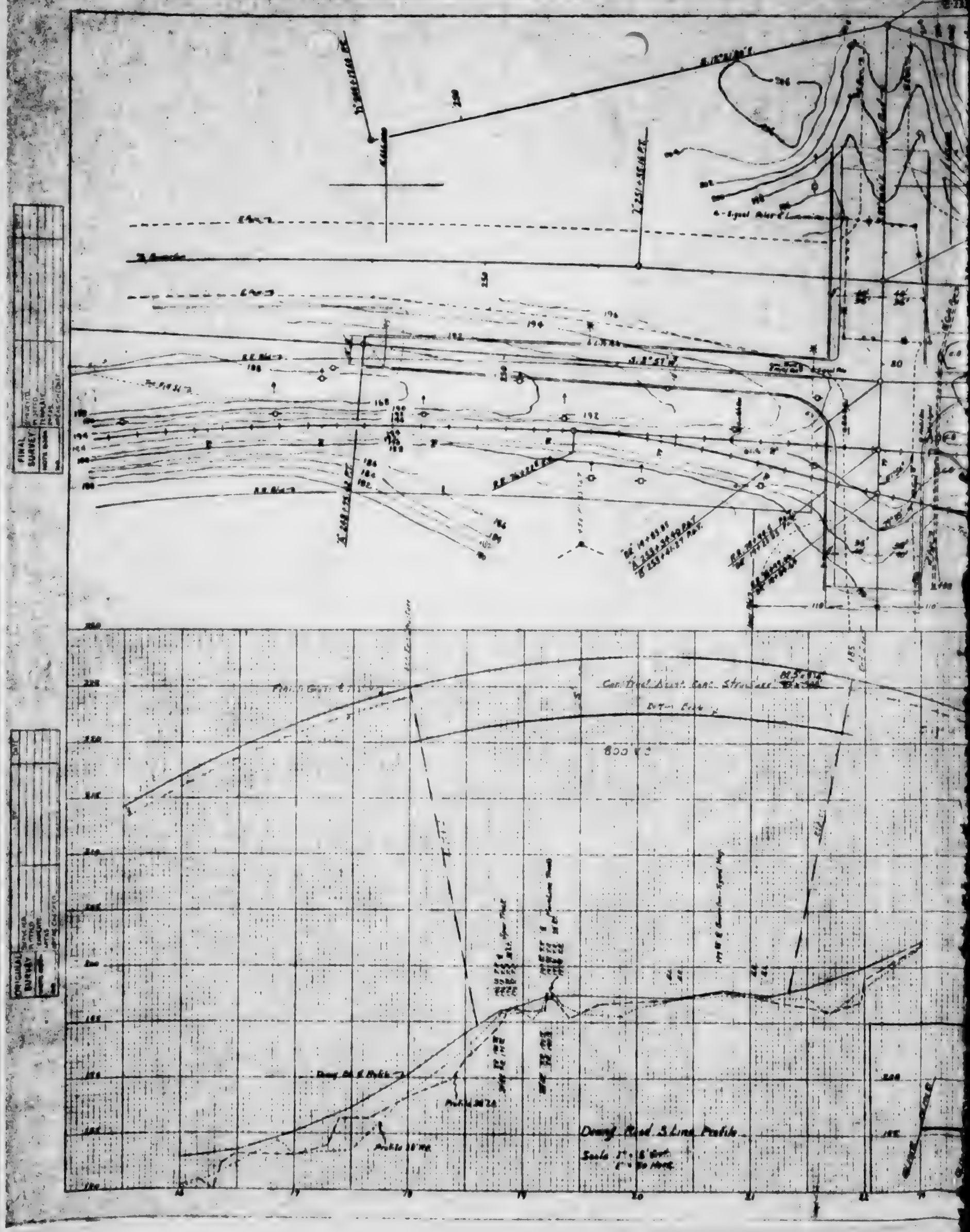
APPROVED:
BRIDGE ENGINEER
ASST. STATE HIGHWAY ENGINEER
DESIGNED
DRAWN GMB
CHECKED
CAL. BOOK

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

DENNY ROAD INTERCHANGE
DENNY ROAD INTERCHANGE SECTION
BEAVERTON-TIGARD HWY. WASHINGTON CO.

PLAN AND ELEVATION

DATE 11-1-76 BRIDGE NO. 16143
ACCOMPANIED BY DWGS.
SHEET 1 OF 1
DRAWING NO. 22363


FINAL SURVEY
Drawg. Road 3 Line Profile

T. 1S., R. 1W. W.M. SECTION 22

SE ¼ of the NE ¼ of SECTION 22

STRUCTURE

Profile Spur Track Top Lt Rail

Railroad Profile Main Line Top Rail

Lt. Rail

Rt. Rail

T.1S., R.1W. W.M. SECTION 22

SE ¼ of the NE ¼ of SECTION 22

VICINITY MAP & PROFILE

STRUCTURE OVER S.P.R.R. & HIGHWAY- 217

BEAVERTON — TIGARD HIGHWAY

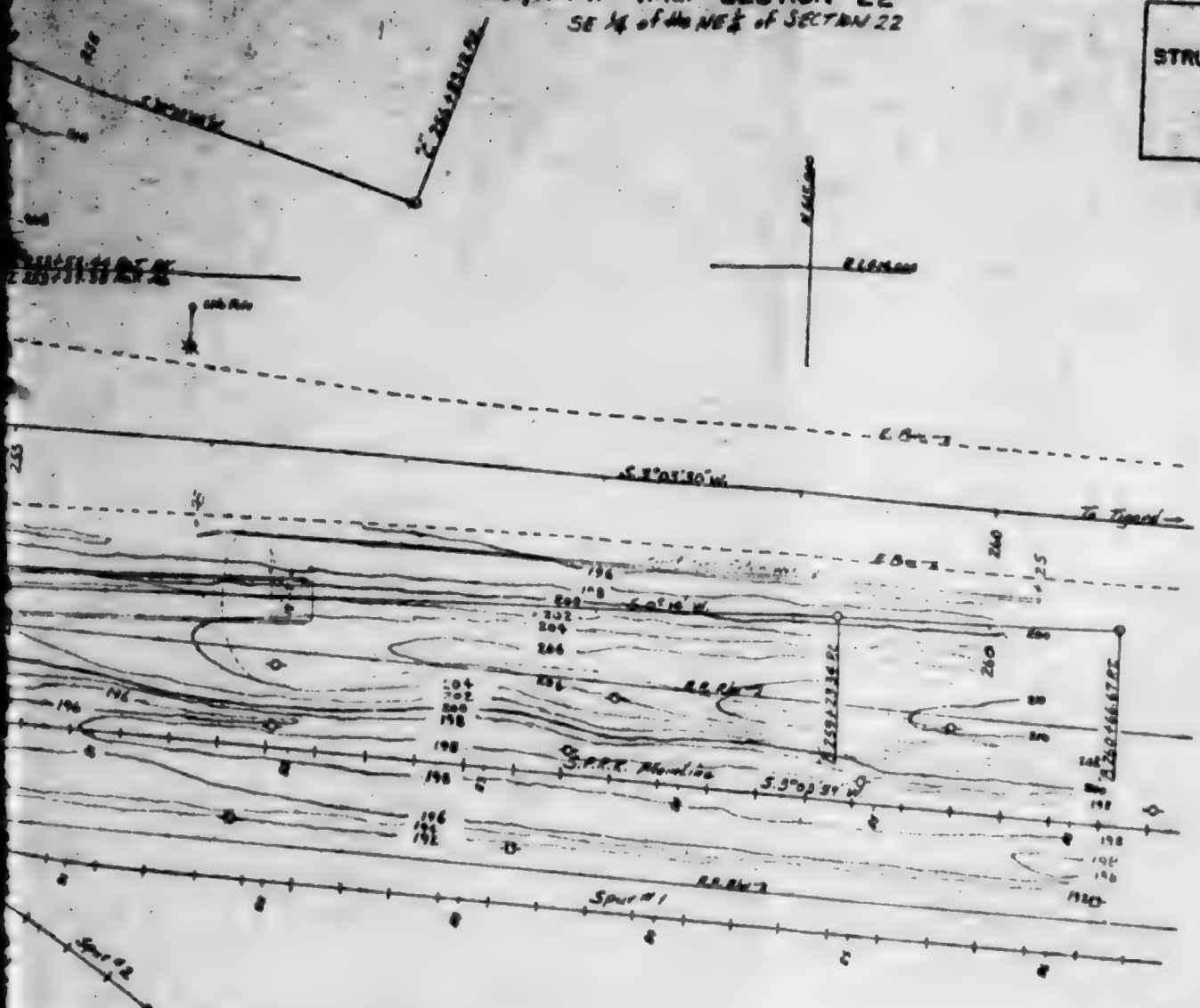
DENNY ROAD INTERCHANGE

J.W. Gosnell Res. Engr. April 1973

PREFIX 134-1966

PLAN SCALE

1" = 50'



(1) Const. Channel Change
20' Bottom; 2:1 Slopes
Const. Loose Riprap (Class 50) - 225 C.Y.
(For Details, See Sht. 2)

(2) Bridge No. 13074 B

(3) Const. Appr.
Inst. 18" Culv. Pipe - 56'
Const. Inlet & Outlet Dt.
2' Bottom; 2:1 Slopes
Tr. Exc. 16 C.Y.
Dt. Exc. 30 C.Y.

(4) Const. Guard Rail - 100' (Type 1)
(4A) Inst. End Piece - 1 (Type A)

(5) Const. Guard Rail - 200' (Type 1) (Total)
(5A) Inst. End Piece - 2 (Type A) (Total)

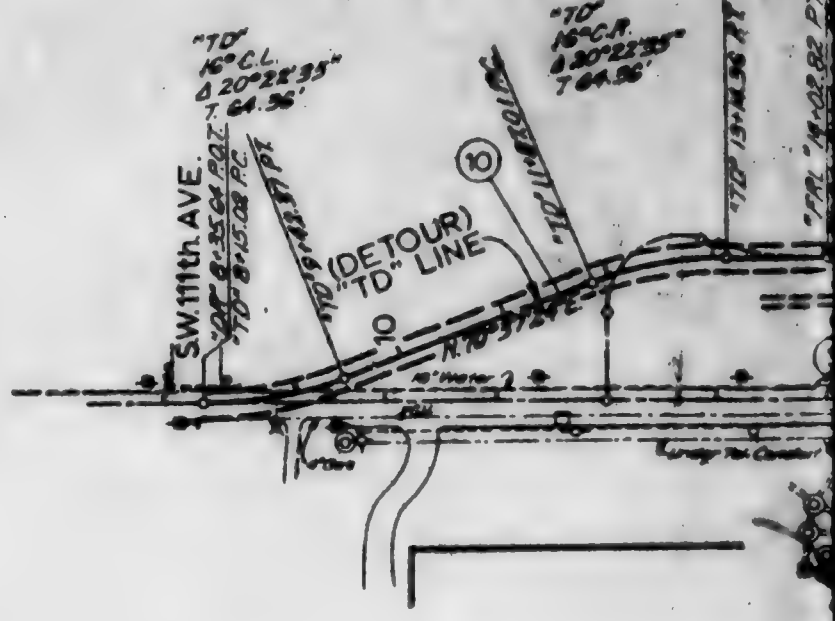
(6) Const. Guard Rail - 37.5' (Type 1)
(6A) Inst. End Piece - 1 (Type A)

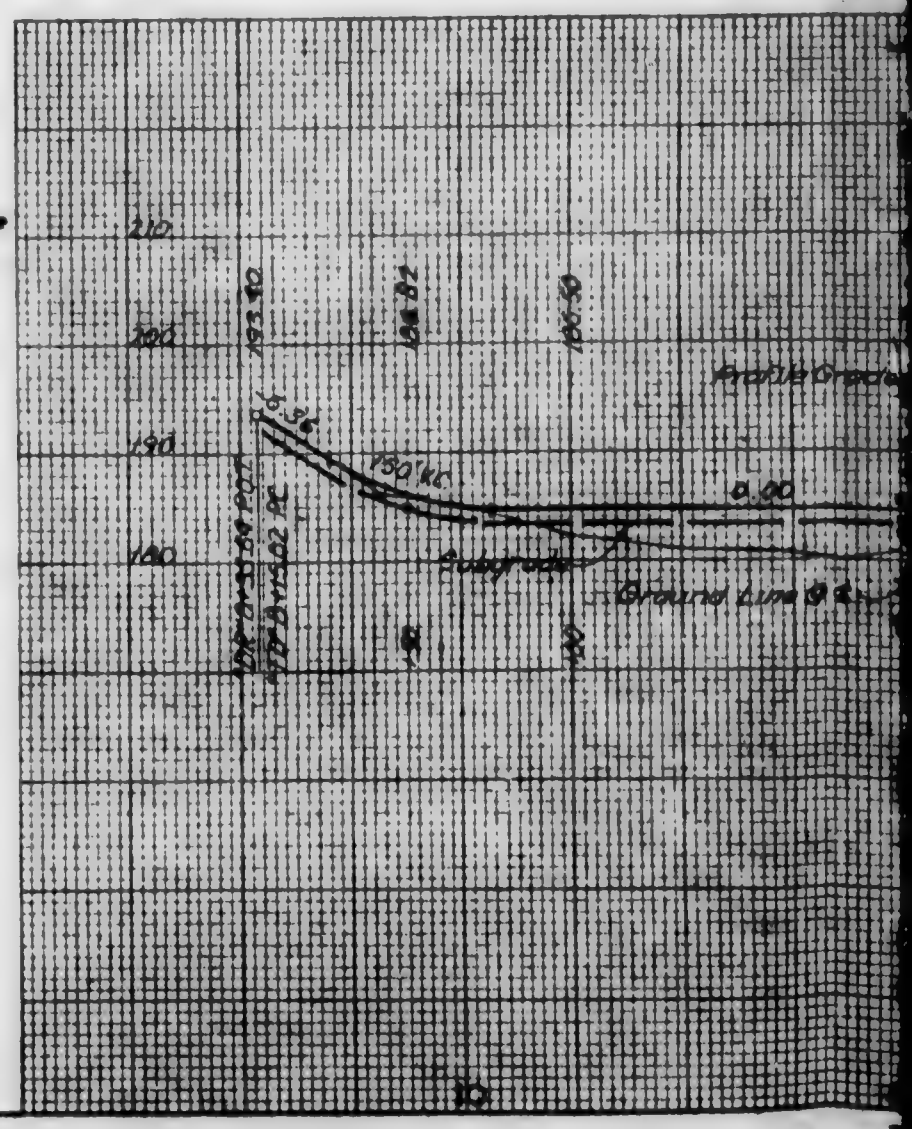
(7) Const. Temporary Channel Change
20' Bottom; 2:1 Slopes

(8) Sta. "FRL" 17+40
Const. Appr.

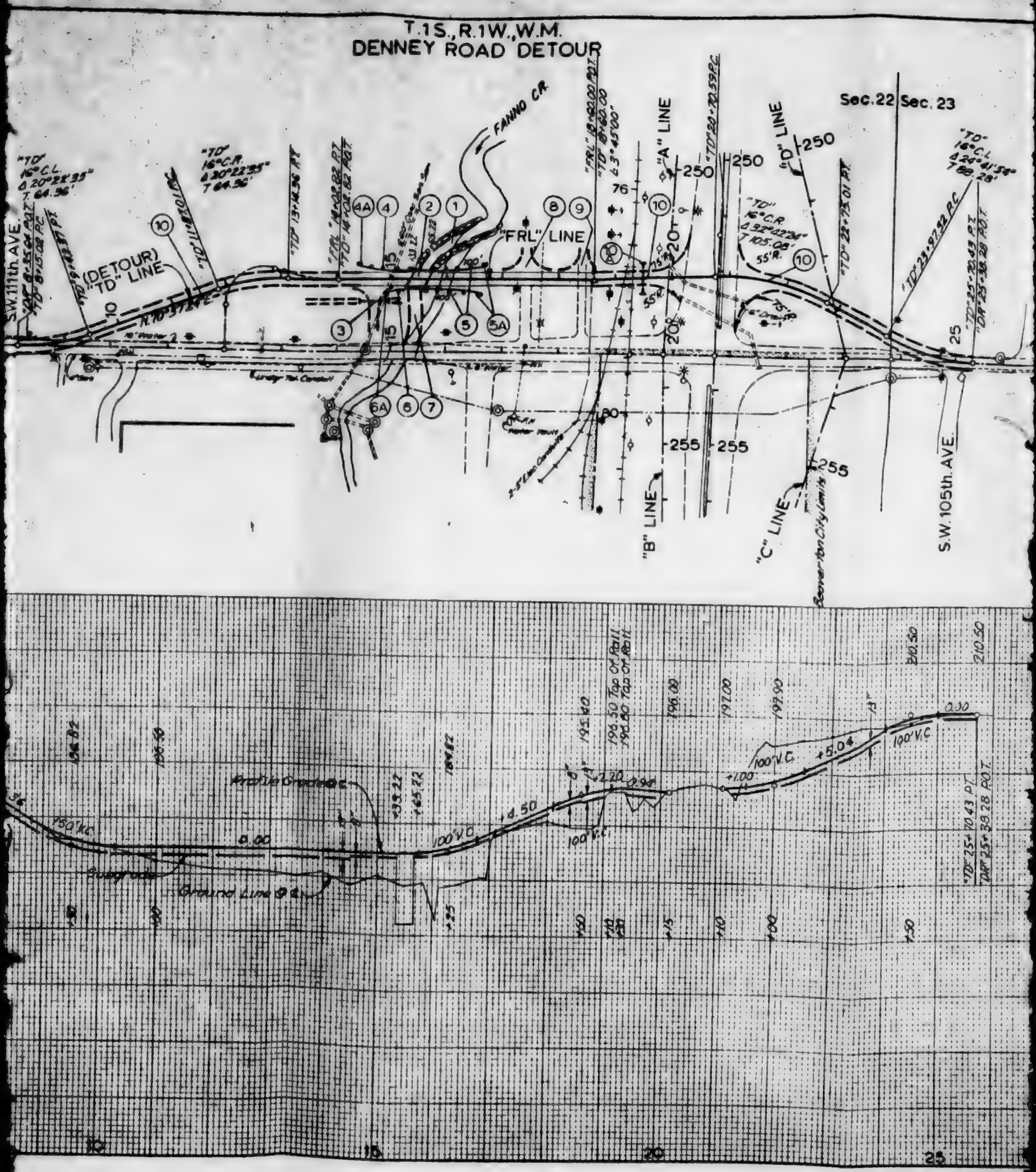
(9) Sta "FRL" 18+40
Const. Appr.

(10) Const. Detour
Remove Detour
(10A) Inst. Temporary Drainage Structure
Remove Temporary Drainage Structure





T.1S., R.1W., W.M.
DENNEY ROAD DETOUR

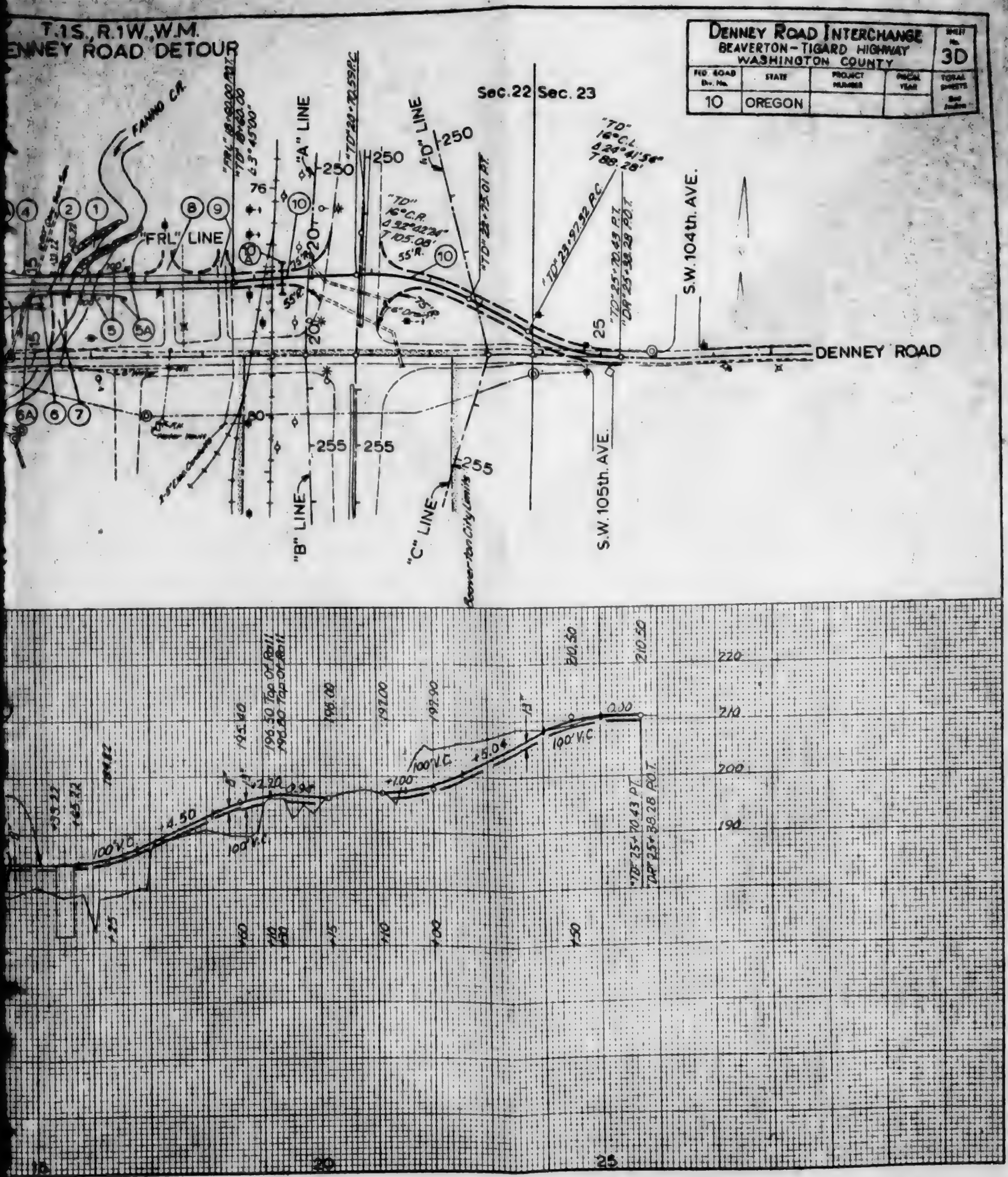


DENNEY ROAD INTERCHANGE
BEAVERTON–TIGARD HIGHWAY
WASHINGTON COUNTY

SHEET No. 3D

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

T.1S., R.1W., W.M.
DENNEY ROAD DETOUR



8558 144

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1976

To: J. H. Versteeg
Road Design Engineer

SUBJECT: Denny Road Interchange
Beaverton-Tigard Highway
Washington County
Foundation Investigation

Three additional probe holes were recently completed in the subject foundation to establish the need for extending fill stabilizing construction eastward along Denny Road fill from Fanno Creek bank where foundation excavation under the fill abutment is definitely needed.

The probe holes confirm that the too weak foundation soil exists only near the creek bank. Therefore, the entire fill will probably be stable if either the subexcavation or counterbalances, as described in my memo of October 13, are extended along the side slopes only to station 16+60 on the left and station 16+40 on the right.

Frank Terpin
Location Engineer

by F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: Fred Eriksen
Jack Davis

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED

250

255

255

"B-10

"B" L

+35

80

+00

8 blows
ft.

BANK

CREEK

Existing
Flood Chan.

+65.22

+32.22

15

TB 1

TB 3

TB 2

TB 5

+70

+20

8"San. Sew.

10"Asb. Cem.

15

60" San. Sew.

"FRL" LINE

10'R.

10'R.

10'R.

10'R.

Location of
⊗ = Test Boring
w/ Hand Tools &
probe Nov. 76

NOTE: TB 11 was drill
at same location
as TH 7 !!!

8558

144

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
November 29, 1976

Duane O. Christensen
Final Design Engineer

Walter J. Hart
Region 1 Engineer

Denney Road Interchange
Beaverton-Tigard Highway
Washington County

The project, involving the construction of an interchange at the intersection of Denney Road and the Beaverton-Tigard Highway is scheduled for the March 24, 1977, contract letting.

We have computed the quantities of embankment and surfacing materials required as follows:

Embankment in Place---114,000 cu. yds.

Surfacing Aggregates---10,000 cu. yds.

These quantities do not include allowances and the embankment figure does not allow for shrinkage.

Please furnish material source data as may be required, sketch maps, development plans and permit applications, and indicate if the use will be prospective or mandatory.

FE:az
cc: Fred Eriksen

Versteeg ✓
Olson add.
Scott
Swenson
Savage
Trout

RECEIVED
NOV 29 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up
Other

3 copy

8558

144

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1976

SUBJECT: Denny Road Interchange
Beaverton-Tigard Highway
Washington County

To: Dan Gano
Region Geologist
Milwaukie

Road Design Section has shown that the encroachment of a counterbalance along the Denny Road fill between Fanno Creek and the mainline on the subject project will require undesirable modification of the frontage roads.

The necessity for a counterbalance is based on the one low shear test in TB-11 near the bank of Fanno Creek. The soil conditions at this location do not extend indefinitely back from the creek as clearly shown in TH-4 and TB-10.

Because of the cost of foundation strengthening along the sides of this fill, some additional probing with visual classification and moisture content tests is suggested at locations approximately as shown on the attached print. The very high moisture content of the low shear test specimen shows that the strength survey of the foundation can be reliably completed by the results of moisture content tests and that additional shear testing is probably not needed.

Exploration depth to six blows per foot, standard penetration, or 24 blows per foot with the 1-inch cone is sufficient depth.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: Walt Hart
Frank Terpin
J. H. Versteeg

REFERRED TO

Board — Reed
Cole — Semple
Eriksen F.E. — Watson
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Olson
2 Christensen Don
Scott
Swenson
Savage
Trout

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE October ~~26~~ 28, 1976

TO Hal Versteeg
Road Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 48988 - Dam
Denny Road Interchange Section
Beaverton-Tigard Highway
Washington County

I am attaching a copy of a letter from Mr. Kenneth Rolfe dated October 22, 1976 and a copy of a letter from Mr. Cochell to Mr. Rolfe dated October 21, 1976 along with the original of the field notes referred to.

Please ask someone to check the necessity for a slope easement on this property.

JRO:ha

Att.

Necessity for slope easement checked. New field x-sections indicate slopes will catch inside 33 ft R/W. 10-28-76 John Oakes advised

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 26 1976
ROAD DESIGN SECTION

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Requires Approval
Receiver Keep
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Bring Up
Other

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

2131 SW Scholls Ferry Rd.
October 21, 1976

SUBJECT: File 4-Wa-8-Dam
Denny Road Interchange
Beaverton-Tigard Highway
Washington County

To: Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

Submitting cross sections taken of area in question in regards to above mentioned file. At this point we don't know what the latest design is in this area as to grades and typical, therefore it will be necessary to forward the sections to the design section in Salem for determination of R/W requirement.

J. W. Cochell

James W. Cochell
Resident Engineer

cc: File

RECEIVED
OCT 22 1976
DIST. 1 - RIGHT OF WAY

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE October 22, 1976

TO John Oakes
Asst. R/W Engineer
Transportation Bldg.
Salem

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT File 48988-Dam
Denney Road Interchange
Beaverton-Tigard Highway
Washington County

Attached are cross sections recently submitted to this office from Resident Engineer Jim Cochell in the area of subject property.

Would you please have Design look at these and see if a slope easement will still be necessary from this property.

When the property owner originally submitted his plans for the new buildings, which are now on this property, he was told the design would not affect the property. The development was made on this basis.

The filling, top soil and planting areas have changed the grades in this area, and we just as soon not affect it if it is not necessary.

RIGHT OF WAY SECTION
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KR;kf

Attachments

8558 Denney Road Interchange 1977
on Beaverton-Tigard Highway
(Gr., pav., struc., sign. & illum.)#1

8558 D 144

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Region 1 - Milwaukie

July 30, 1976

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: DENNEY ROAD INTERCHANGE

TO: A. D. OLSON
Preliminary Design Engineer

On June 22nd you sent a striping plan for the Denney Road Interchange project, which showed a left turn refuge for the southerly frontage road on the west side of Highway 217. You asked for our comments. Coincidently, on the same date I put out a memo that suggested that we should put a slow bell on the Denney Road project until the Beaverton City Council had finished their deliberations about a City road plan which might affect the design of our interchange.

First, with regards to the striping plan, Region Traffic Engineer Ron Failmezger and Resident Engineer Jim Cochell have met with the City of Beaverton staff and all agree that the striping plan as you sent it should be used in the preparation of the final plans.

Secondly, with respect to the City's plans for the future of Denney Road and how that might affect our design, the City has finished their process of adopting the SOM plan (as modified) for their future street plan. I was informed today by Mayor Dave McBride that the City still wished us to proceed as they directed us last year; that is with a structure that has the capability of handling four lanes if Denney Road should be widened in the future. Therefore, this letter is intended to rescind my earlier memo and work on the Denney Road project should proceed with [illegible] as we now have it.

REFERRED TO

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1 Eriksen ZE ____ Watson ____
Hager ____ Wolfe ____
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BY FINAL DESIGN ENGINEER

ELH/lms
cc: E. S. Hunter
Hal Versteeg
Walt Hart
J. B. Boyd
Ken Rolfe
Jim Cochell

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2 Christensen DW
Scott ____
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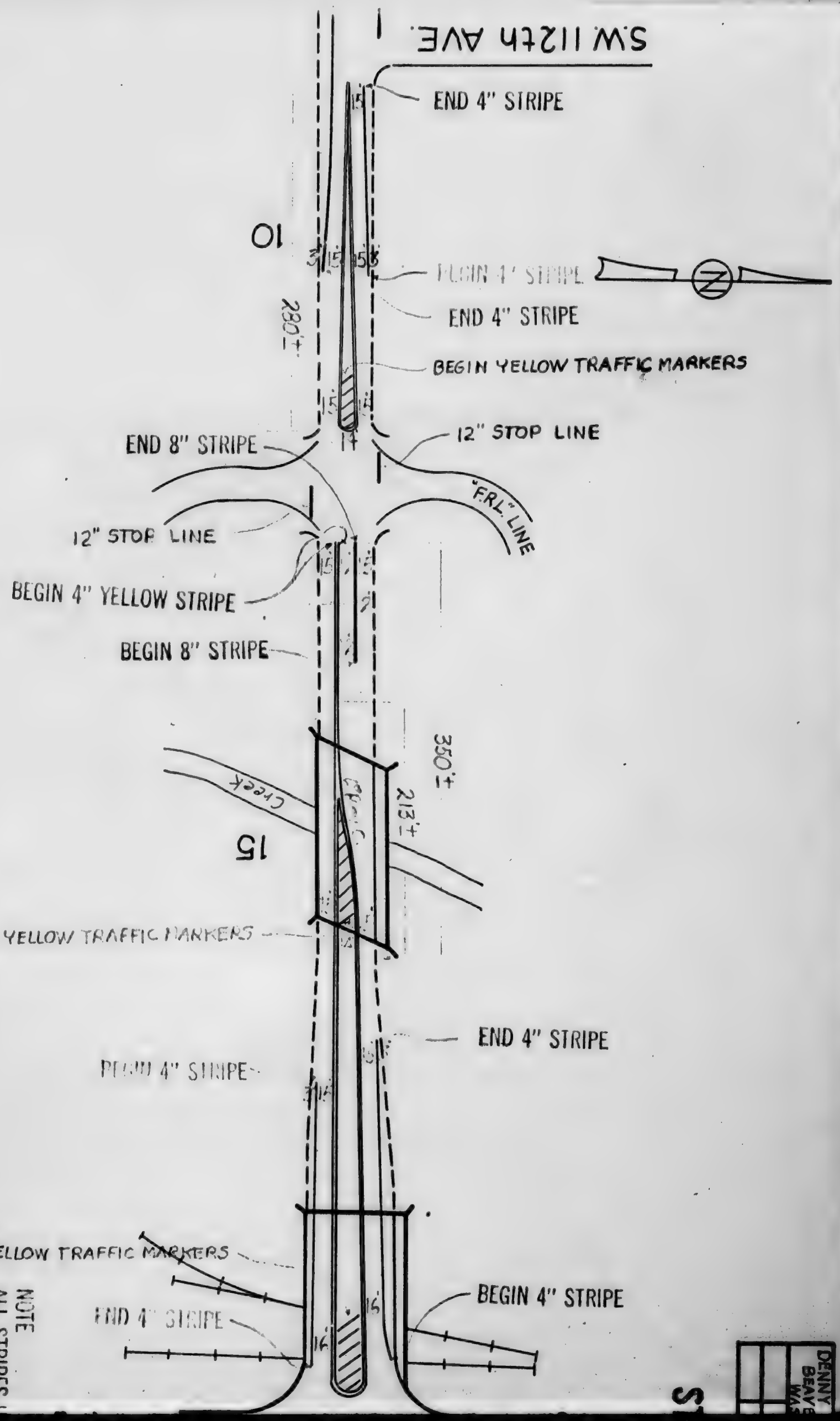
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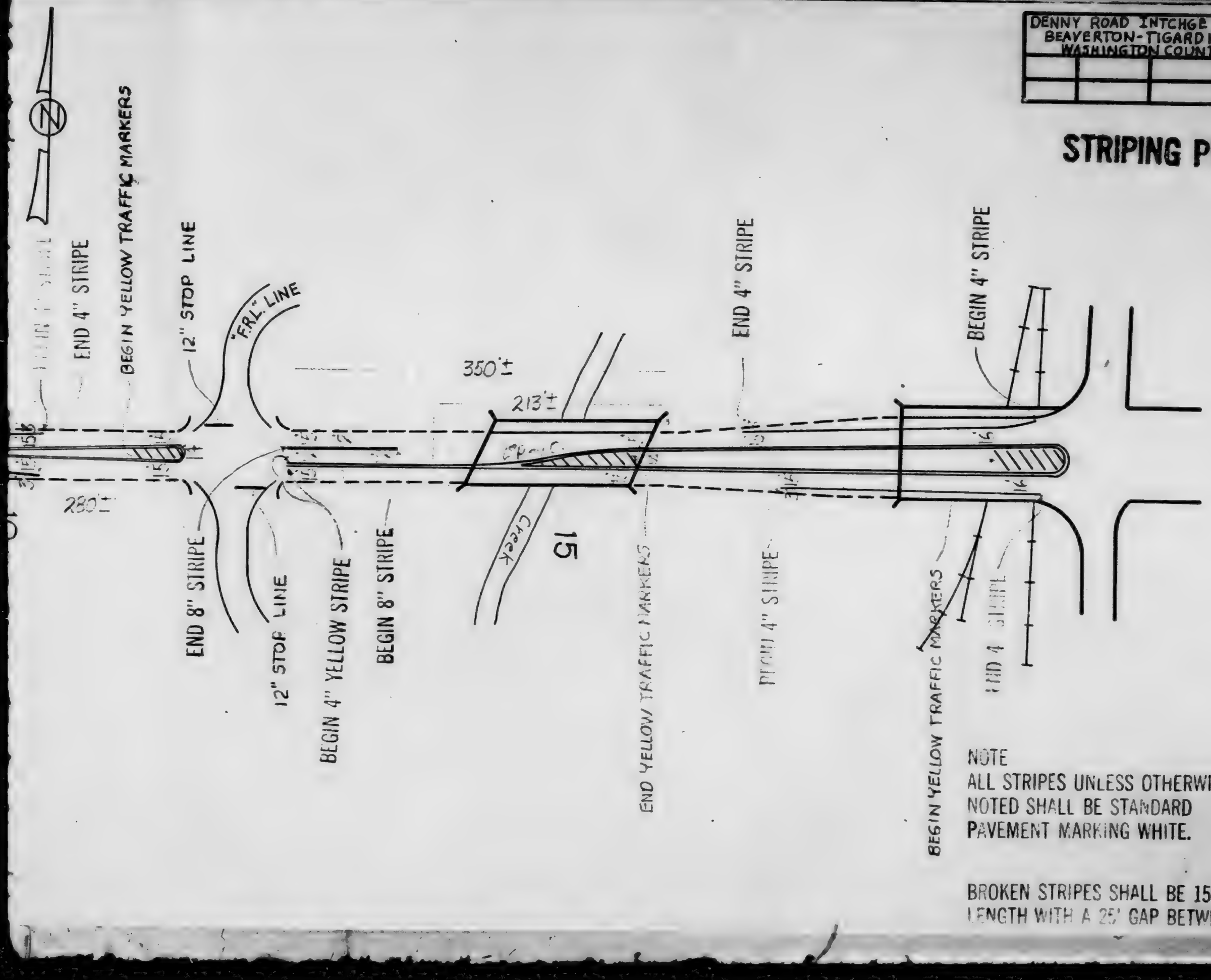

NOTE
ALL STRIPES UNLESS OTHERWISE NOTED SHALL BE STANDARD PAVEMENT MARKING WHITE.

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FORM 61-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 22, 1976

7-6-76

FILE: LOC 17

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: DENNEY ROAD INTERCHANGE

TO: MEMO TO THE FILE

The City of Beaverton recently hired SOM to do an arterial street study. The Council held a hearing on the amended street plan on June 21 and although not official at this time it appears as though there is a strong likelihood that the City's road plan for the future will show Denney Road as only a two-lane facility. This is contrary to information given to us by the City last summer, wherein they requested that we design the interchange to accommodate a future four-lane facility. I would anticipate that this road plan should be finalized by the Council in the next thirty days.

With the above in mind, I believe it would be prudent to stop all work on the Denney Road Interchange project that would be affected by a decision to design a facility for a two-lane road. I'm thinking principally of right-of-way acquisition. Work such as foundation design not affected by the roadway width could proceed. I expect to be notified by the Council as soon as their plan is official and I will keep all Sections advised.

ELH/cr
cc E. S. Hunter
Hal Versteeg
Walt Hart
J. B. Boyd
Ken Rolfe
Jim Cochell

1 Versteeg ✓
2 Olson
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JUN 23 1976
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Discussed this w/ Hardt (7/6/76) - suggested that any change that might be requested would not revise the situation at the house west of 105th that we are buying.
A. Olson 7/6/76

8558

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June 25, 1976

Mercer Industries, Inc.
2636 N.W. 26th Avenue
Portland, Oregon 97210

Attention: D. E. Mercer

Dear Mr. Mercer:

Re: Denney Road Interchange
Beaverton-Tigard Highway
Washington County

Reference is made to your letter of June 11 in regard to the current and previousdesigns for Denney Road in the vicinity of your property.

The present design has 44 feet of pavement between curbs which is the City of Beaverton's Section "D". This allows for either 2 lanes and shoulders or 4 traffic lanes. Our previous layout sheet indicated the facility to be striped for 4 lanes to match what we understood the City was going to provide to the west of our construction. Following the public hearing last year we revised our striping plan for this section of Denney Road to indicate 2 lanes untilsuchtime as the City determines what they are going to do. The construction width was not changed on Denney Road past your property.

To my knowledge there has never been any plan to provide a separate left turn lane at this point; however, when the facility was indicated as 4 lanes this might have been considered as providing a left turn lane and a bypass lane.

The delay in answering your correspondence was because I was waiting for the results of the Council hearing on the amended street plan which was held on June 21. If a decision to 4 lane the section had resulted your problem might have been solved. As it is, I am advised that it may be a month before the plan is finalized.

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In the interim we will sketch up a striping plan for a left turn refuge at this point and consider the impacts this might have on the properties whose accesses will appear to be blocked by striping the shadow area. If this appears feasible it will be discussed with the local jurisdiction after the streep plan is finalized.

Very truly yours,

A. D. Olson
Preliminary Design Engineer

ADO:az
cc: Ed Hardt

MERCER INDUSTRIES, INC.
2636 N. W. 26th AVE., PORTLAND, OREGON 97210
TELEPHONE 226-2511
AREA CODE 503
AN EQUAL OPPORTUNITY EMPLOYER

June 11, 1976

Oregon State Dept. of Transportation
Division of Commission Services
Room 121
State Highway Building
Salem, Oregon

Versteeg
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Attn: Adrian Olsen
Design Section

Re: Proposed Denney Road Interchange
Beaverton-Tigard Hwy. - Washington County, Oregon

Gentlemen:

The undersigned is in receipt of a layout drawing covering the revised Denney Road Interchange and Overpass subject above.

This drawing reflects a reduction of the original proposed design of the interchange and in our interpretation reduces the width of the highway East of our proposed frontage road access to a bare 4 lanes and leaves in question whether the Denney Road way West of our frontage road access will be 2 or 4 lanes. We had been previously assured that we would have a passing lane - left turn lane across to our frontage road at the intersection point with Denney Road.

There are in excess of 100 people working in the Denney Road Industrial Park now and a substantial amount of truck traffic in and out. We strongly feel that until there is a passing lane on Denney Road and left turn and access design that a serious traffic hazard will be present and a serious congestion point will continue.

We feel that the 44' width of pavement at our frontage road intersection is a bare minimum and that we must have a well identified passing lane and a separate left turn lane at this point.

We also feel that the 4 lanes must be continued to the West far enough to assure an uncongested traffic flow past this dangerous intersection point. These 4 lanes should be continued as far as Belaire Street.

In addition to the congestion a severe exposure to rear end collision would be present. This would be caused by people coming over the top of the overpass West bound and being unable to identify and stop in time for the left turn traffic

Attn: Adrian Olsen
Design Section

Re: Proposed Denney Road Interchange
Beaverton-Tigard Hwy. - Washington County, Oregon

at the intersection of the frontage road.

It does not seem appropriate to spend a large sum of money on a design and construction of an overpass which leaves safety hazards and is inadequate to solve all of the traffic problems.

We should like to have your reply to the above problem.

Yours very truly,

MERCER INDUSTRIES, INC.

D. E. Mercer

DEM:sd

cc: City of Beaverton
4950 S. W. Hall Blvd.
Beaverton, OR 97005

Attn: Joe Jackson
City Engineer

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June 24, 1976

Glasco, Inc.
2636 N.W. 26th Avenue
Portland, Oregon 97210

REFERRED TO
Beard, Reed, Cole, Semple, Brittsan, Watson, Hager, Wolfe, Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

AttentioN: Neil A. Austin
President

Dear Mr. Austin:

Re: Denney Road Interchange
Beaverton-Tigard Highway
Washington County

The current design for the Denney Road Interchange conforms to the stated desires of the City of Beaverton in that it provides for ultimate use as a four lane facility. Denney Road has been designed as a 44 foot wide facility outside of the interchange area to match the typical section requested by the City. At this time we have indicated that the facility will be striped for two lanes outside of the interchange area. Left turn lanes will be provided between the ramp terminals for left turns to the on-ramps.

I am not aware of any plans to provide separate left turn refuges at the frontage road connection as you suggest; however, if the section was striped for 4 lanes as we had anticipated this would have accomplished much the same thing since a second lane would have been available to pass vehicles which were stoped to make left turns.

As presently designed, there is adequate sight distance to see a stopped vehicle 700 feet back, or approximately at the ramp terminal, so the change of suddenly encountering stopped vehicles should not be great. Adequate width of pavement will exist so that vehicles can legally pass on the right those vehicles stopped to make a left turn. When, or if, the city builds a four lane section up to this construction, the facility can be restriped to four laned to match.

We are reviewing this matter to determine whether it would be appropriate to temporarily stripe a left turn lane at this point. This would adversely affect left turns into the north side frontage road and other access points on both sides from that point west to the end of the project and this will need to be considered.

I understand that the City is considering an amended street plan which could affect the design which they wish used on Denney Road. When that plan is finalized a decision can be made as to the treatment of this area.

Very truly yours,

A. D. Olson
Preliminary Design Engineer

ADO:az
cc: Ed Hardt

GLASCO, INC.
2636 N.W. 26TH AVENUE
PORTLAND, OREGON 97210
TELEPHONE 226-2511

June 11, 1976

Versteeg
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Oregon State Dept. of Transportation
Division of Commission Services
Room 121
State Highway Building
Salem, Oregon

Attn: Adrian Olsen
Design Section

Re: Proposed Denney Road Interchange - Your File No. 48983
Beaverton-Tigard Hwy. - Washington County, Oregon

Gentlemen:

We have been contacted by Jess Johnson, your Right-Of-Way Agent, regarding a proposed easement from our property on Denney Road in Beaverton.

Mr. Johnson furnished us a copy of the preliminary drawing of the proposed Denney Road interchange. Our review of this drawing indicates to us that the proposed design of Denney Road West of the interchange provides for only 2 traffic lanes. Our previous discussions with your representatives on this matter, as early as 1973, had lead us to believe that there would be a left turn lane provided at this point. This left turn lane is needed for vehicles proceeding West over the interchange structure, which vehicles will then make left turns into our Industrial Park. The tenants in our Industrial Park are serviced by semi-trucks and trailers as well as lighter vehicles. One tenant presently has such truck movement throughout each 24 hour period.

It appears to us unreasonable to provide an inadequate design for this interchange that does not include a provision for a left turn lane and appropriate space for vehicle "stack-up" in that lane. It would be most hazardous for vehicles proceeding West over the top of the interchange structure to suddenly encounter a lane of vehicles stopped while left turn movements were being attempted.

Would you kindly have your engineering staff review this problem and reply to us before the plans for the Denney Road interchange move any further towards finalization.

RECEIVED

Yours very truly,

GLASCO, INC.

Neil A. Austin
President

NAA:sd

cc: City of Beaverton - Attn: Joe Jackson, City Engineer

8558

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Salem, Oregon
June 22, 1976

A. D. Olson
Preliminary Design Engineer

Ed Hardt
Region Engineer

Denney Road Interchange
Beaverton-Tigard Highway
Washington County

Attached is a piece of a striping plan showing what might be done on the west side of the Denney Road Interchange. This would provide a left turn refuge for the southerly frontage road until such time as the section might be restriped for 4-lanes. The disadvantage of doing something like this is that it complicates left turns into the northerly frontage road and to other accesses between 112th and the frontage roads. I understand that there is talk of development in those areas. With the 44 foot section that we are to build there is room to pass turning vehicles on the right if normal striping is used.

Your comments in regard to providing the left turn refuge would be appreciated.

ADO:az
Attachment

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DENNY ROAD INTCHGE SEC. BEAVERTON-TIGARD HWY. WASHINGTON COUNTY				

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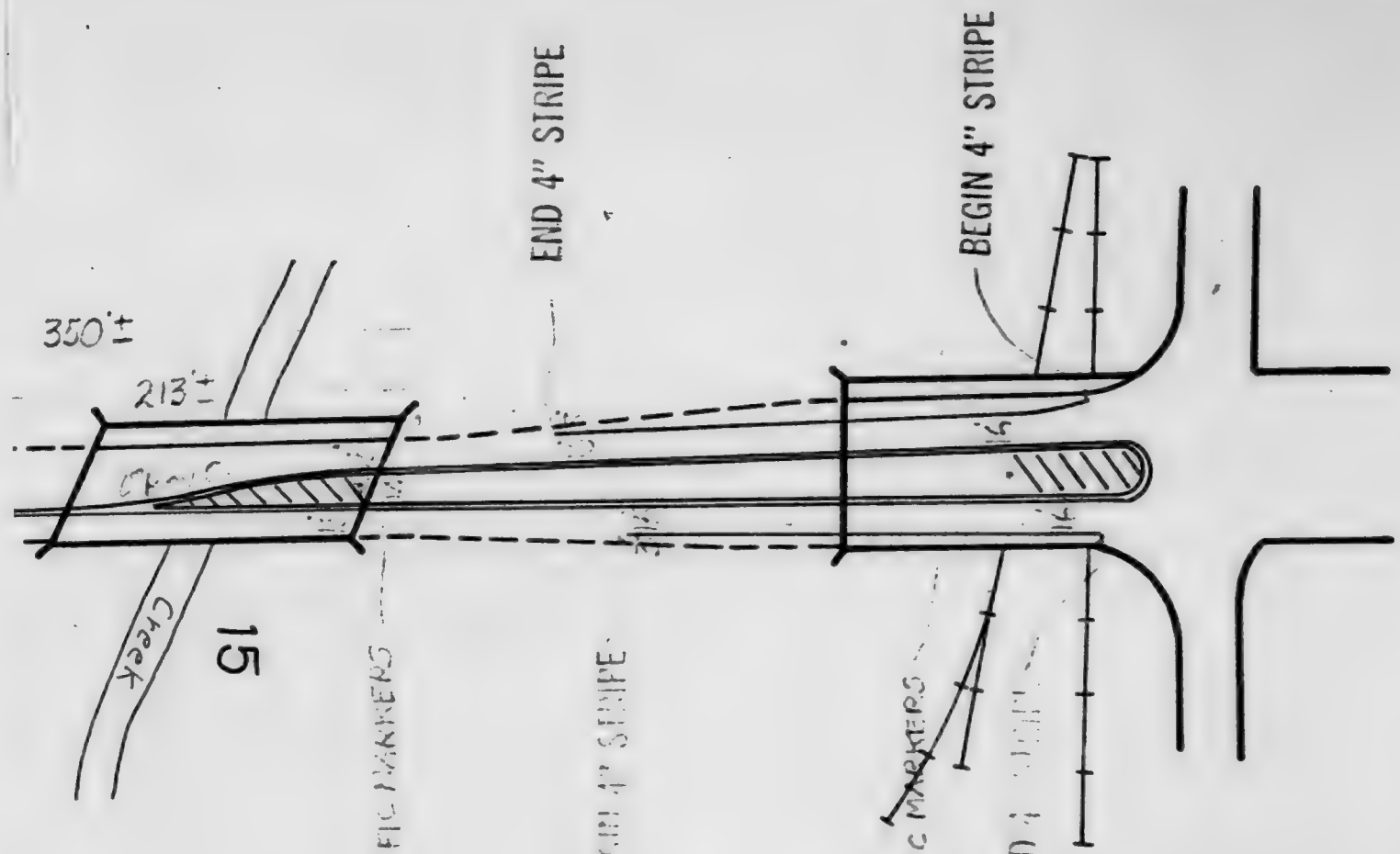

NOTE
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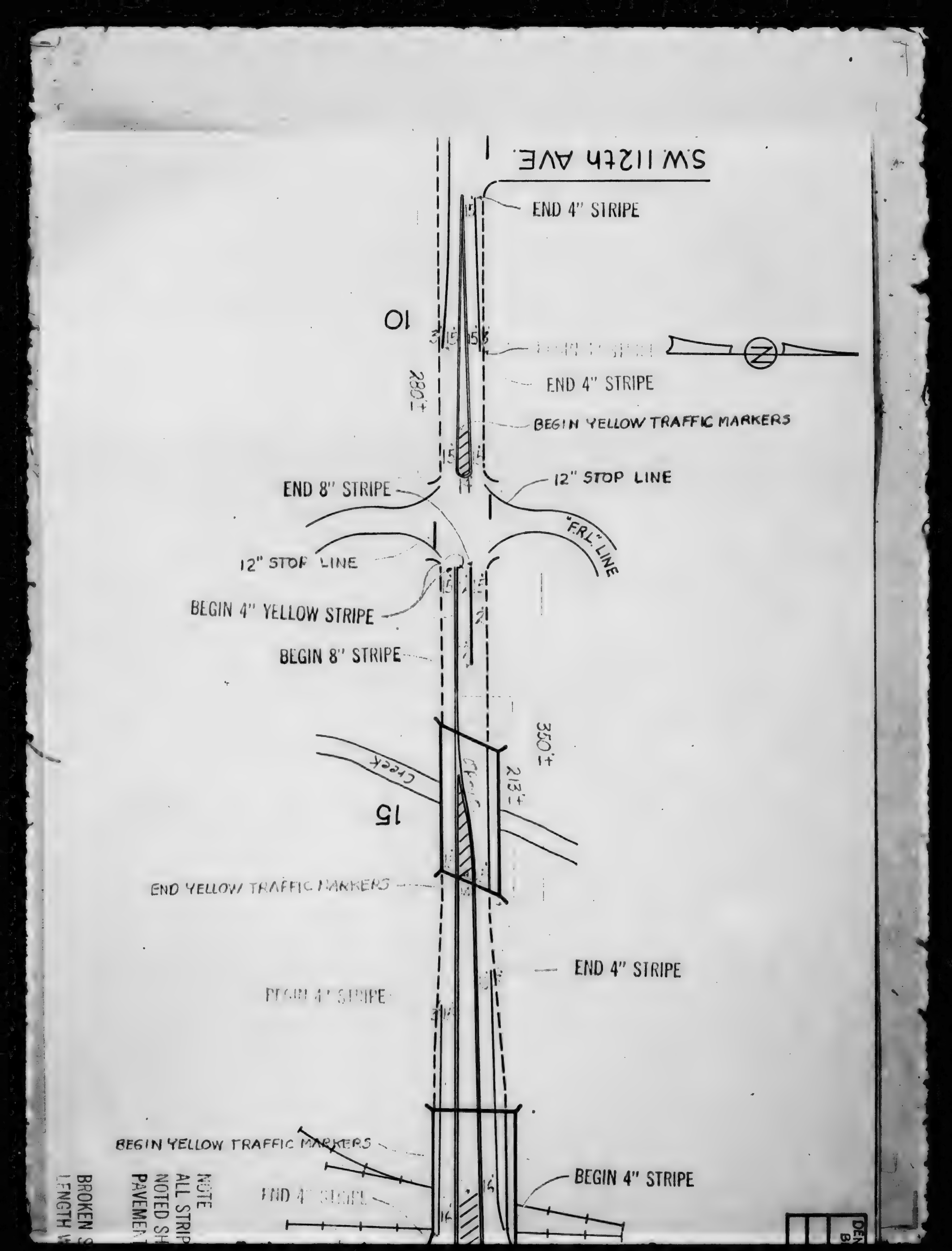
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OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

June 22, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Dale Jordan
Planning Bureau
City of Beaverton
4950 SW Hall Blvd.
Beaverton, OR 97005

Dear Sir:

You inquired regarding access to the Donald Drake property in the northeasterly quadrant of the Denney Road Interchange. Our understanding is that the developer and the City of Beaverton have agreed on an access point opposite SW 105th Avenue and our right-of-way negotiations with the Drake people reflect that point. As far as providing a left-turn refuge for this access, our preliminary evaluation indicates that there would not be sufficient distance between the access point and the easterly highway ramps to provide a standard left-turn refuge, according to Highway Division standards. Since Denney Road is not a state highway, our only interest in this access is as it affects the operation of the interchange itself. We would be happy to work with your office and the Beaverton traffic engineering staff at such time as access details are to be worked out.

Sincerely,

Edward L. Hardt
Regional Engineer

ELH/cr
bc Hal Versteeg
Jim Cochell
Ken Rolfe

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JUN 23 1976
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Form 81-734-3122

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OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

BR 16143

June 16, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Your File 1041BR.1

Dear Mr. Green:

Denny Road Interchange
Beaverton-Tigard Highway
Washington County

Test holes for additional foundation investigation are now being drilled at the Denny Road Interchange, including the Fanno Creek Bridge. We feel that this investigation, coupled with static load tests on test piles, may provide additional information for the economic use of pile lengths. Additional tests will also provide information for a more comprehensive study of potential fill settlement at the Fanno Creek Bridge.

However, no significant change is expected in the present design for these structures. Only possible changes in pile lengths or pile loads from those presently estimated should result from this additional investigation.

Very truly yours,

Walter J. Hart
Bridge Engineer

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STATE HWY ENGR
JUN 17 '76
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FOR
Info | Inves | R/D | D/R | Sgn | Act | File

JD:dh

cc E. S. Hunter
E. L. Hardt /w/ attach.
Fred Yarbrough /w/ attach.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project US-466(-)
Denny Road Interchange -
Bridge No. 16143

DATE: June 11, 1976

In reply refer to: 1041BR.1

FROM : G. L. Green, Division Administrator

TO Mr. H. Scott Coulter, State Highway Engineer

Mr. Hart's letter, dated May 26, 1976, indicates that you plan to do additional foundation investigations in the project area. Inasmuch as we believe this investigation could have a significant bearing on the project design we want to defer our approval until after it is received.

Original Signed by
H. A. Schell
Division Bridge Engr.
G. L. Green

cc
OSHD W. Hart

RECEIVED
JUN 14 1976
BRIDGE SECTION

8558

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Salem, Oregon
June 2, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49129 - S. P. Trans. Co.
Denny Road Interchange Section
Beaverton - Tigard Highway
Washington County

Attached is a description and an authorization covering an easement to be obtained from the Southern Pacific Transportation Co. for the subject project, which is scheduled for January 1977.

Prints of the encroachment map 93-14-9 will be furnished to Jim Chidsey by Carl Grewe.

BY: *f*
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8558

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ROW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 26, 1976

Southern Pacific Trans. Co.
324 Union Station
Portland, OR 97209

Attn: R. L. Johnston

Encroachment Map
Denny Rd. Interchange Sec.
Beaverton-Tigard Highway
Washington County

Dear Sir:

Enclosed for your review, information, and use are four copies of the encroachment map on the Denny Road Interchange Section of the Beaverton-Tigard Highway in Washington County. This encroachment map shows proposed permanent and temporary easements necessary for the construction of the Denny Road Interchange. Legal descriptions of the necessary easements will be forwarded to you in the near future as they are written by our Descriptions Unit.

At the present time it is proposed that the Oregon Transportation Commission will receive bids for this project in the first quarter of 1977. As further information is developed on this project, it will be forwarded to you for your use.

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MAY 27 1976
ROAD

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jr
Enc.

cc: SPTC - San Francisco

bc: J. H. Versteeg
J. L. Sollis
J. B. Boyd
E. L. Hardt w/2 copies map
Ken Rolfe w/2 copies map
Adele Egan w/1 copy map
Milner Mead w/1 copy map

REFERRED TO

Form 81-734-3123

8558

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

BR 16143

ROBERT W. STRAUB
GOVERNOR

May 26, 1976

NOTED
E. S. HUNTER

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Denny Road Interchange Section
Beaverton-Tigard Highway
Washington County
Oregon Project US-466(-)
Your File 1041BR

We have studied the suggestions made in your May 18, 1976 memorandum and plan to do additional foundation investigation at this site.

A study of the use of reinforced earth walls has been made and instead of the $500,000 savings stated in your April 28, 1976 memorandum, a difference of $75,000 is estimated. It is difficult to estimate this close and it appears the reinforced earth alternate is about equal in cost to our proposal. As stated in our May 5, 1976 letter, we do not believe the reinforced earth walls are appropriate at this site.

The settlement problem was only one of the reasons for selecting structures at Fanno Creek. If a culvert is used, the 60-inch diameter sanitary sewer crossing Denny Road at Fanno Creek would be buried under 40 to 45 feet of fill requiring extremely deep manholes, the frontage road grade lines would have to be adjusted making a hump in the grade line, and the cost of the bridges is no greater than the culvert.

We do not propose changing the structures from the original submittal.

The pile load tests will be conducted at either Allen Avenue or Denny Road, whichever is constructed first. When the additional foundation study is complete, we will forward the information to you.

Very truly yours,

ORIGINAL SIGNE

WALTER J. HART
Walter J. Hart
Bridge Engineer

JMT:dh

cc E. S. Hunter
E. L. Hardt
Jack Davis
L. W. Rulien
V. E. Skoog

RECEIVED
MAY 27 1976

8558

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 18, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project US 466(-)
Denny Road Interchange Section
Beaverton - Tigard Highway
Washington County

FROM: G. L. Green, Division Administrator

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have reviewed your memorandum, dated May 5, 1976, and feel that there are still some unverified foundation conditions on the above Interchange unit. In view of the fact that settlement data is based on foundation information approximately 1 mile from the site, we feel additional foundation investigation is necessary in order to determine if the predicted settlement is actually representative at this site. We recommend that this foundation investigation be performed and that undisturbed samples for consolidation testing and shear-strength testing be obtained. We also recommend that you perform a settlement analysis to establish the magnitude and time rate of settlement. Based on the results of these analyses you can calculate the downdrag for negative skin friction on the piling and apply this to your design requirements.

Please note that this could have a significant affect on the design of the entire unit. If settlement analysis is much less than you predicted some consideration should be given to different types of structures. It could alter what you do in the Fanno Creek area.

Again, reduced settlement should reinforce a strong consideration for the use of reinforced earth in the ramps. We have found the reinforced earth strips can be obtained in 7 gage or about 4 1/2 mm thickness. Attached to this letter are 2 each of several pieces of information on reinforced earth.

Please note reinforced earth is no longer considered an experimental technique by FHWA. Earthquake load can be a consideration if this is necessary. Mr. Chassie's presentation to you certainly showed extensive use of reinforced earth throughout the world without a recorded failure. Under paragraph 4b - FHWA Notice N 5080.26 - patented reinforced earth can be used as a single selected item if no equally suitable alternate exists.

RECEIVED
STATE HWY ENGR
MAY 20 '76
REFER TO Hart
FOR
Info | Inves | R/D | D/R | Sign | Act | File

We also recommend that if the interchange structure is constructed before Allen Avenue a pile testing program should be included that will involve static load tests carried to failure at different penetrations. The static tests in conjunction with the State's freeze test could indicate higher allowable bearings and/or shorter piling. It is recommended that the program be formulated to include different pile types of various lengths such as 35' to 60'. Again we feel this testing program could result in considerable foundation savings.

Also we recommend that if it is known where the fill material will come from slope stability tests should be performed to verify the assumptions made in the design. We feel that all of this information needs to be used in the structure selections for this site. Please study these suggestions and inform us of your decisions.

For G. L. Green

Attachments:
FHWA Notice N 5080.26 - 11-26-74
Walkinshaw Report No. FHWA PP 18 - April, 1975
Reinforced Earth Specifications
Reinforced Earth Tech. memo No. 1
Reinforced Earth Tech. memo. No. 2
Reinforced Earth Brochure from Reinforced Earth Co.

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OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

May 17, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

City of Beaverton
4950 SW Hall
Beaverton, Oregon 97005

Attention: Loren Meinz

Re: DENNY ROAD INTERCHANGE
Relocate 16 inch waterline

Please find attached a copy of right-of-way map, a plan sheet, and a letter dated May 5, 1976, from Duane Christensen, Final Design Engineer, regarding the subject project.

The attached maps are for your use in determining the location of your 16 inch water main. The letter from Mr. Christensen recommends the water main be relocated on the north side, rather than the south side which was discussed in our March 10, 1976 meeting. The information enclosed is intended to fulfill the request by you at our March 10, 1976 meeting in reference to a need for the toe of fill, right-of-way boundaries and size of structure footings.

Please call me if I can assist you in any way.

Very truly yours

Ted Inloes

Ted Inloes
Region Utilities Engineer

TI/ggw

Attachments

REFERRED TO

Beard Reed
Cole Sample
✓ Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Morning
3 and
2 Doc

Form 81-734-3122

8558

144

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE May 14, 1976

TO J. H. Versteeg
Road Design Engineer

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Acquisition of Improvements
File #48984 - Denney Road Intersection
Sunset Highway - Pacific Highway Section
Beaverton - Tigard Highway

I have reviewed the above subject file which sits below a 6 foot fill, a 2/1 slope catches within 4 ft. of the house, face of the curb is within 18 ft. of the house.

In order to remove the necessity of purchasing the property, an $18,500 retaining wall has been designed. The improvements on this property are estimated to be valued at $50,000. It is my opinion that the right-of-way line should in this case require the acquisition of the entire properties as the resultant damages to this house with or without the retaining wall are going to be substantial, and the resulting values comparable with the purchase of the entire property. If the right-of-way line is altered to take the house, I am sure the Federal Highway Administration will participate in its acquisition.

JBB:lb
cc: Ed Hardt
Ken Rolfe
Charles Mathias

REFERRED TO

Board — Read
Cole — Sample
Eriksen — Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Rev. Desc. to R/W 5-17-76

1 Versteeg
2 Olson
Christensen
3 Scott
Swenson
Savage
Trout

RECEIVED
MAY 6 - 1976
ROAD DESIGN SECTION

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Discussed w/ Boyd — we will lay out R/W line through the house. They will sell house for removal or demolish.
ATL. 5/14/76

DUANE Christensen
Design

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE: May 4, 1976

TO: J.B. Boyd
ATTENTION John Oakes
Asst. R/W Engineer
State Highway Bldg.
Salem

FROM: Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT: File 48984-Warnke
Denney Road Interchange
Beaverton-Tigard Highway
Washington County

1 Versteeg ✓
Olson
Swenson
Savage
Trout
2

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MAY 5 - 1976
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Receiver

This is a request for authorization to purchase this entire property. Attached are three sketches showing the property.

Plan #3 shows our proposal during the liaison phase and what we indicated at the public hearing. Plan #1 shows the now proposed slope easement along the North side of this house. The fill slope near the northwest corner of the slope will be approximately 9 feet above grade. Design is considering the installation of a retaining wall along the North side of this house, as shown on Plan #2, in an effort to minimize proximity damages to the house. Since this is a contemporary-style house with many windows, a fill of this height will eliminate all privacy.

I discussed the proposed easement yesterday with Mr. and Mrs. Warnke. Incidentally, they are repeat grantors that we bought out at Maywood Park for I-205. They were extremely upset that the plan has been changed not to acquire their house. Mr. Warnke is under the care of the University of Oregon Medical Center for a serious pulmonary condition, and doesn't feel he will be able to stand the increased noise, fumes, etc. I explained to them that if we were to buy the entire property, they probably would not be entitled to relocation benefits other than relocation assistance. They didn't feel this was fair because we were causing a condition which would make it impossible for them to live there.

In any event, I feel that identifying the amount of damages of this house will require an extremely clear crystal ball. I feel that we should acquire the entire property to eliminate the damage problem and then sell the property after the project is completed, rather than going to the high cost of a $18,500 retaining wall which will not do much to minimize damages.

We may be better off flattening the slopes out to where they were originally, rather then attempt to squeeze 2:1 slopes in this area, and take the house out of there.

By a copy of this letter to Duane Christensen in Design, I am asking them to hold up working on a retaining wall until a decision is made on this request.

KR:kf

attachments

cc E. Hardt
D. Christensen, Design

℄

Extg. Curb

S.W 105TH

25

Extg. Curb

35'

Extg. Street Curb

WARNKE
PROPERTY

24+74

+61.38

49.96'

24+50

HOUSE

Type "C" Curb

S 87°44'31" E.

Proposed R/W

+04.14

50.02'

24

Retaining Wall

40

23+81.52
℄ Rt. 1°15'30"

23+70

20' Type C Curb

S 89°00'01" E.

23+50

DENNY RD. INTERCHANGE
BEAVERTON-TIGARD HWY
WASHINGTON COUNTY

Scale 1" = 20'

Top of
Slope

S.W 105 TH

25

Extg. Curb

35'

Extg Street R/W

24+74

WARNKE PROPERTY

+61.38

49.96'

24+50

HOUSE

Type "C" Curb

S. 87° 44' 31" E.

+04.14

50.02'

Proposed R/W

24

Retaining Wall

23+81.52

℄ Rt. 1° 17' 30"

40

23+70

20:1 Typical

DENNY RD. INTERCHANGE
BEAVERTON-TIGARD HWY
WASHINGTON COUNTY

S. 55° 00' 01" E.

23+50

Type C Curb

Scale 1" = 20'

Toe of Slope

℄

PLAN 2

Extg. Curb

S.W 105TH

25

Extg. Curb

40'

WARNKE PROPERTY

+61.38

49.96'

3

+50

HOUSE

Type "C" Curb

+19.14

S 37°44'31" E.

50.02'

40'

R/W

Slope Easement (Perm.)

10'

+00

45'

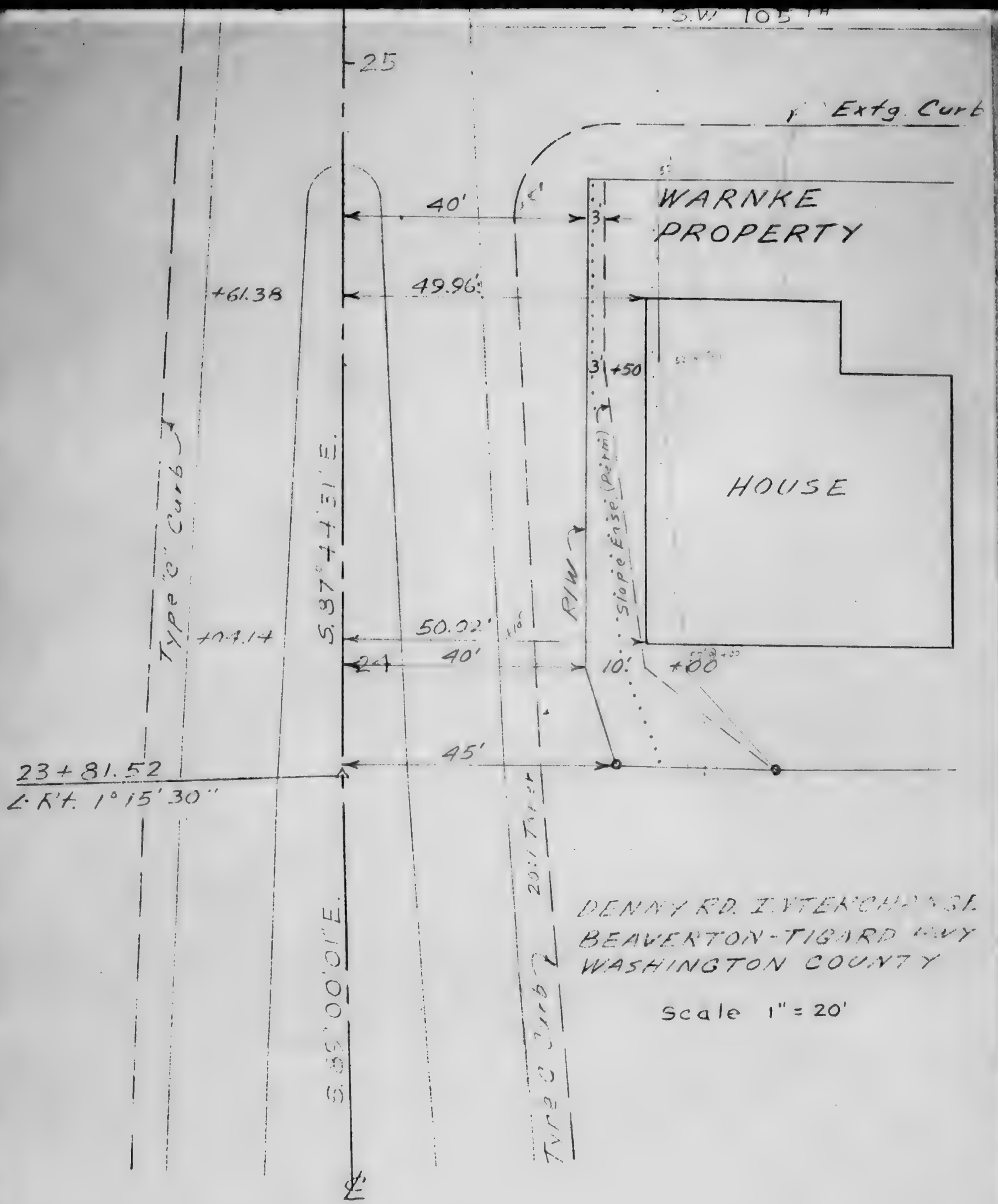
23+81.52

℄ R't. 1°15'30"

S 52°00'01" E.

BENNY RD. INTERSECTION
BEAVERTON-TIGARD HWY
WASHINGTON COUNTY

Scale 1" = 20'


S.W. 105TH
25
Extg. Curb
WARNKE PROPERTY
40'
49.96'
3'
+50
HOUSE
Slope Ease. (Perm)
R/W
50.02'
40'
10'
+00
+61.38
+77.14
S 87°44'31" E.
TYPE "C" CURB
45'
23+81.52
℄ R'T. 1°15'30"
S 89°00'01" E.
℄
DENNY RD. INTERCHANGE
BEAVERTON-TIGARD HWY
WASHINGTON COUNTY
Scale 1" = 20'

PLAN 1

8558

144

Salem, Oregon
May 13, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Denney Road Interchange
Beaverton-Tigard Highway
Washington County

Ed Hardt
Region I Engineer

If the Denney Road Interchange is not constructed traffic that would have used it to and from the north will be diverted to the Allen Avenue Interchange. The Allen Avenue northerly ramps are projected to carry 7000 ADT each. With Denney Road traffic this will increase to 10,000 ADT each. What would have been an acceptable level of service on Allen Avenue will become an undesirable level of service ("E").

The southerly ramps at Denney are projected to carry 3000 ADT each. Without an interchange at Denney these will divert to Scholls Ferry Interchange which will increase the capacity deficiency of that interchange.

It then becomes obvious that without the interchange at Denney Road, there will be some 12,000 projected ADT that will use local residential streets to gain access to and from Highway 217 either to the north or south.

Without Denney Road Interchange the additional traffic at Allen Avenue to and from the north will intensify the weave conflicts with the Beaverton Interchange.

At the time Highway 217 was constructed, Denney Road was connected as it now exists. Businesses and probably a certain number of residences located in the area because of the available access to the highway. It was an accepted fact that a future interchange was planned at this point. The businesses especially will experience a hardship due to increased costs or decreased value if the access to Highway 217 is denied.

DNS:az
cc: John Hanks

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

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MAY 14 1976
ROAD DESIGN SECTION

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Receiver Keep ☐
Do not File ☐
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Bring Up ___/___/___
Other

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144

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 11, 1976

FILE: LOC 17

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: DENNEY ROAD INTERCHANGE

TO: HAL VERSTEEG
Road Design Engineer

The City of Beaverton City Manager recently told me that he is getting some pressure from the Denney Road Neighborhood Association regarding the necessity for construction of an interchange at Highway 217 and Denney Road. I had a meeting with the Manager and the City Engineer and they are supportive of the project and would like some data from us to show the need for same.

Accordingly, I would appreciate it if you would prepare a report on the Denney Road Interchange emphasizing what the traffic impacts would be on the adjoining facilities (Progress Interchange and Allen Blvd. Interchange) if the Denney Road Interchange was not built. Traffic conditions on the ramp terminals, etc., of course, should be mentioned.

I heard George Crandall, SOM's project engineer for the South Beaverton Arterial Study, say at a public meeting that they found if the Denney Road Interchange was not built traffic headed for the industrial area on Denney west of 217 would use Allen Blvd. and connecting residential streets to get to Denney. This would place an additional traffic impact on these streets by causing traffic to get to the industrial area by a "backdoor" route. This sounds logical, but I've never seen that point in our traffic analysis.

I would appreciate having a report for the City as soon as possible.

ELH/cr
cc Jim Cochell

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

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MAY 11 1976
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8558

144

Salem, Oregon
May 10, 1976

Don S. Stoudenmeyer
Preliminary Design Supervisory

Ed Hardt
Region 1 Engineer

Denny Road Interchange
Beaverton-Tigard Highway
Washington County

The following is a summary of the disadvantages if there is no Denny Road Interchange:

1. Traffic will overload Allen Avenue to the north and Schoàls Ferry to the south.

2. It will intensify weave conflicts north of Allen Avenue.

3. Traffic will traverse local streets between Denny and Allen.

4. Existing businesses will have increased cost or derrease in value due to the loss of business.

Attached are previous correspondence covering these points in more detail.

DNS:az

Versteeg ✓
Olson
Christensen
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8558 5-6-76

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: U 66(14)

STATE PROJECT NO.: Denny Road Interchange

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: US-221

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5/5/76	Secondary Route 628	Secondary Route 144

GENERAL LOCATION:

SR 217 - south city limits of Beaverton

GENERAL DESCRIPTION OF WORK:

Right of Way acquisition.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Approval

Total estimated cost of $175,000, Federal funds $136,800.

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I approve the subject project for inclusion in the Federal-aid program as requested in Mr. Rulien's 4/28/76 letter.

Also as requested in Mr. Rulien's letter, you are authorized to proceed with all phases of right of way acquisition as outlined on Right of Way map 86-20-6.

Federal participation will be limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/6/76	E J Valaak	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-455

8558

144

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
May 5, 1976

Duane O. Christensen
Final Design Engineer

Ed Hardt
Regional Engineer

Denny Road Interchange Section
Beaverton-Tigard Highway
Washington County

Attention: Ted Inloes, Utilities Engineer

Attached are copies of right of way map and a plan sheet for use in determining the new location for the existing 16-inch water line on the north side of Denny Road.

The plan shows the toe of slopes, construction plan and existing utilities. An examination of the plan on the north side of Denny road shows it is less congested with utilities. This side appears to be the best, or at least the easier, location for the new water line. Service lines to the south side of Denny Road could be laid under the structure.

The right of way line right station 24 to 25 on Denny Road is subject to change. We have proposed a wall alternative, as opposed to the right of way and easement line shown on the right of way map. The proposal was sent to the Region on April 29, 1976.

FE:az
cc: James Chidsey
Fred Eriksen

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

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MAY 5 - 1976
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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 5, 1976

NOTED
E. S. HUNTER

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Your File
1041BR

Dear Mr. Green:

Denny Road Interchange Section
Beaverton-Tigard Highway
Bridge 16143

Your comments on the preliminary submittal for the Denny Road Interchange structures requested that further consideration be given to the reinforced earth concept. We do not consider the reinforced earth retaining structure an equal to the more conventional structure proposed.

The bridge structure will be designed and constructed under a definitive set of specifications of material with closely predictable properties. The reinforced earth structure is designed under a rather loose set of criteria of material of less predictable properties. The reinforced earth concept is essentially a proprietary product.

The soundness of this type of construction in certain instances is still in the experimental stage in our opinion. The design data from the Reinforced Earth Company on other structures has not addressed the problem of earthquake load. The "Chinese Wall"

visual effect created by a reinforced earth structure is also objectionable from an esthetic standpoint.

Items 2 through 5 of your comments deal with questions of embankment stability and settlement. These are items which can best be answered in a meeting with your Soils Engineer. We will await word from you on scheduling a meeting.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
E. L. Hardt
J. H. Versteeg /w/ encl.
F. W. Yarbrough /w/ encl.

RECEIVED
STATE HWY ENGR
MAY 6 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8558

144

Salem, Oregon
April 29, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

E. L. Hardt
Region 1 Engineer

Denny Road Interchange Sec.
Beaverton-Tigard Highway
Washington County

We recently received an inquiry from the region right of way section regarding the right of way and slope easement on the Warnke property, file no. 48984.

Location maps in the past had shown slopes well into the building and a proposed right of way line about through the middle of the building. The present right of way line on Map No. 8B-20-6 and on attached Plan 1 reflects a change in slope rates from standards according to fill height to 2:1 slopes. This plan will probably require guardrail at the curb line through the property.

We were informed the property (total taking) was worth about $50,000. The right of way and slope easement plus damages was estimated at $20,000.

It was suggested a retaining wall might reduce the damage to the property and be more acceptable to the owners. Plan 2 shows a proposed wall and right of way taking. The wall would be topped with a three-tube bridge railing. The wall is estimated to cost $18,500, right of way and damages should be added to this figure for comparison with Plan 1.

Cross sections showing the wall location and fill slopes are attached.

Please review the proposals with your right of way section and give us your comments or recommendations.

Versteeg ✓
Olson ✓
Christensen
Scott
Swenson
Savage
Trout

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APR 29 1976
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SECTION

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DOC:jh
Attachment
cc: Will Hight
Fred Eriksen

8558

PRO 6-2

April 28, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rullen
Project Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Urban Extension project.

Item No.	Project No.	Section Name & FHRS No.
221	US-466(14)	Danny Road Interchange Section #7409-2-540

CL:ro

Encl.

cc: G. L. Green, FHWA
D. E. Swan (2)

8558

PRO 6-2

April 28, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. US-466(14)

We are submitting program data for one right-of-way project, Item No. 221, Project No. US 466(14), "Denny Road Interchange Section", which we desire to have included in the Federal-aid Urban Extension Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of right-of-way acquisition as programed at an estimated total cost of $175,000 and federal funds of $136,800. The right-of-way to be acquired is as outlined in red on the enclosed copies of right-of-way map 8b-20-6.

There is no relocation or displacement of families or businesses resulting from this project, therefore assurances regarding replacement housing is not required.

CL:re

Encl.

cc: J. R. Oakes
D. E. Swan
F. Lowe

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 28, 1976

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME				
	1	SR 217, South City Limits of Beaverton			34,000	66,400	96	10	Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 28		NUMBER 29		
	Right-of-Way								US-		466		
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME					
	Urban Extension							Washington					
	NAME OF URBAN AREA 17-31						ROUTE NO.	FEDERAL-AID (32)		STATE (36)(37)		U.S.	
	Portland						S	628		144		--	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(70)	STATE FUNDS	OTHER FUNDS
1	(1415)	(16)	41	42								
5					PE							
5					ROW			0.0	175,000	136,800	38,200	
5					CONST (CODE)		"Denny Road Interchange Section"					
								0.0	175,000	136,800	38,200	

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	CL	(116)(123)(124)(131) REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 28, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
217, South City Limits of Beaverton	ADT	34,000	66,400	96	10	Oregon	41	032	221

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
								US-	466	(14)		

S	COUNTY NAME	CODE	PROGRAM STAGE
Urban Extension	Washington	067	
Portland	ROUTE NO. S / FEDERAL-AID 628 / STATE 144 / U.S. --		1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW			0.0	175,000	136,800	38,200		
ONST (CODE)		"Denny Road Interchange Section"						ROW-180' min.; Access Control-Full; Parking Restrictions-Complete.
	CL	PROJECT TOTALS	0.0	175,000	136,800	38,200		

PROVAL DATES

REMARKS

-OVER-

DENNY ROAD INTERCHANGE SECTION

PROJECT NO. US-466(14)

Existing Facility: 4-12 ft. lanes A.C. pavement, 16' median and 10' shoulders. Intersection with Denny Road is an at-grade crossing with multiphase traffic signal.

Adjacent Sections:

N. End - - - 4-12' lanes A.C. pavement, 16' median and 10' shoulders .
S. End - - - 4-12' lanes A.C. pavement, 16' median and 10' shoulders.

Project Data: Work under this project consists of right-of-way acquisition all phases including incidental costs as required for the future construction of a full diamond interchange with grade separation structures.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroad Data: Denny Rd. Crossing No. FD 754.00

Name of Railroad - - - - - - - - - - - - - Southern Pacific Transportation Company
No. of Tracks - - - - - - - - - - - - - - - Two (one mainline and one siding)
No. of Trains - - - - - - - - - - - - - - - 12 freight per day
No. of Hi-Speed Trains - - - - - - - - - None
Present Protection - - - - - - - - - - - Flashing lights with drop arm gates.
Proposed Protection - - - - - - - - - - O'xing structure
Railroad Benefits - - - - - - - - - - - - to be determined

FHPM 7-7-2 Requirements: Final Negative Declaration concurred in by FHWA on January 15, 1976.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 Review approval letters dated October 22, 1974 and November 29, 1974 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearing - - - - - Design hearing he
(b) Location/Design - - - - Approval granted
1976.

Data for PR-37: Right-of-Way - - - - - - $175,00

No relocation involved.

Note: This project is in Congressional District No.

CHANGE SECTION

66(14)

y: 4-12 ft. lanes A.C. pavement, 16' median and
Intersection with Denny Road is an at-grade cross-
ase traffic signal.

s:

4-12' lanes A.C. pavement, 16' median and 10'
shoulders .
4-12' lanes A.C. pavement, 16' median and 10'
shoulders.

ork under this project consists of right-of-way
phases including incidental costs as required
onstruction of a full diamond interchange with
structures.

irports, Water Developments, Historical and Rec-
None involved.

Denny Rd. Crossing No. FD 754.00

- - - - - - - - - - - - Southern Pacific Trans-
portation Company
- - - - - - - - - - - - Two (one mainline and one
siding)
- - - - - - - - - - - - 12 freight per day
Trains - - - - - - - - - None
on - - - - - - - - - - - Flashing lights with drop
arm gates.
ion - - - - - - - - - - O'xing structure
s - - - - - - - - - - - to be determined

rements: Final Negative Declaration concurred in
ry 15, 1976.

rements: State Clearinghouse and District 2
95 Review approval letters dated October 22, 1974
1974 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearing - - - - - Design hearing held on March 20, 1975.
(b) Location/Design - - - - Approval granted by FHWA on Jan. 20, 1976.

Data for PR-37: Right-of-Way - - - - - - $175,000

No relocation involved.

Note: This project is in Congressional District No. 1.

8558

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 28, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project US 466
Denny Road Interchange Section
Beaverton - Tigard Interchange

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

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STATE HWY ENGR
APR 29 '76
REFER TO
Hoyt
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cy Rubiow
Spong
Ed Hoyt
4-29-76

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have completed our review of the Denny Road Interchange and Fanno Creek Bridges. The plans are satisfactory subject to consideration of the foundation recommendation of our Regional Soils Engineer summarized below.

1. Further consideration should be given to the use of reinforced earth due to the extraordinary cost savings (I conservatively estimate up to $500,000) which R.E. may provide.

2. Settlement analysis should be performed for the Denny Road Interchange area.

3. Settlement analysis for the Fanno Creek approach fills should be refined.

4. Negative skin friction considerations need to be resolved.

5. Soil shear strength parameters should be determined and stability analysis performed at both the Denny Road and Fanno Creek locations.

The recommendation that Reinforced Earth be used in lieu of the retaining wall structure is a repeat of a similar suggestion made on the Allen Avenue structure. We believe you should reconsider the use of Reinforced Earth at both sites in view of the substantial savings that can be realized. The widespread use of Reinforced Earth in Europe for the past 10 years and more recent use of it in this country should be evidence that this is a sound type of construction and one that is beyond the experimental stage.

We would be glad to have our Soil and Pavement Engineer accompany us in a meeting to discuss these comments.

for G. L. Green

9457A
16143
13074A,B&C

OREGON STATE HIGHWAY DIVISION

Your file 1041 BR

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 4, 1976

RECEIVED
STATE HWY ENGR
MAR 4 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Denny Road Intch. Section
Beaverton-Tigard Highway
Washington County
Oregon Project US-466(-)

Enclosed are five prints each of revised Drawings 29436, 29428, 29430 and five prints of Drawings 31245 and 31246 which replaces our previously submitted Drawing 29905. Also enclosed are five prints of the latest geometric sheet for the subject interchange.

The roadway width of the Denny Road Interchange structure has been revised to 72 feet and the roadway width of Denny Road crossing of Fanno Creek has been revised to 44 feet. This is in accordance with the latest geometric sheet.

The location and span arrangement of Denny Road and the frontage road crossings of Fanno Creek has been revised to avoid conflicts with the sanitary sewer system. All other data is the same as originally submitted on September 5, 1975, and supplemented with our transmittals of October 8, 1975, and November 18, 1975.

The estimated cost of the structures in this interchange, including an allowance for engineering and contingencies is as follows:

Denny Rd. Intch. No. 16143	$1,870,000
Fanno Cr. Brs. Nos. 13074A,B&C	351,000
Fanno Cr. Br. Widening No. 9457A	153,000
	$2,374,000

This is being sent to you as a revised preliminary submittal for your approval.

Very truly yours,

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

JMT:smd

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
E. L. Hardt w/encl.

8558

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 5, 1976

TO J. H. Versteeg
Road Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Denney Road Interchange Section
Beaverton-Tigard Highway
Washington County

I am attaching an access list on this project that was prepared by Jim Hunter. This list, in most instances, should be considered an approach list as we probably could not enforce access control onto Denney Road.

I have discussed this with Jim Hunter and he recommends that the State should retain prior access control purchased at the time right-of-way was purchased for the Beaverton-Tigard Highway. In addition, he believes the access control on the PGE property should be extended and informs me that the City has requested restricted access on the two parcels, Liaison files 2 and 3 owned by the Drake Development Company.

Jim hunter also believes that we should purchase access control in the northwest quadrant of the Interchange as we are constructing a frontage road to serve these properties.

It is difficult to determine how practical access control to Denney Road will be. However, it would seem to me that if control at this time does not add to the right-of-way costs we give the City a hand in future control by purchasing.

JRO:ha
cc Gary Potter
Ed L. Hardt
J. W. Cochell
Ken Rolfe

REFERRED TO

Beard ____ Reed ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Olson
3 Christensen
4 Scott
Swenson
Savage
Trout

RECEIVED
APR 5 1976
ROAD DESIGN SECTION

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Requires Approval ☐
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ACCESS LIST

Denney Road Overcrossing
Beaverton-Tigard Highway
Prefix: 134-1966

Liaison No.	Owner	Side of "DR" Line	Top Surface width/material	To be Constructed by:	Station	Remarks
1	Rhodes, Charles W.	Left	N/A	N/A	N/A	Access unchanged. Uncontrolled to SW 104th. No existing approaches
2	Drake Development Co.	Left	24' A.C.	State	DR 25+00	Complete control to highway. Uncon Complete control to Denney Road ea Access to Denney Road west of DR 2 as to number & location, with Stat road approach as noted.
3	Edwards Industries (Drake Development Company C.P.)	Left	24' A.C.	State	DR 24+70	Complete control to highway and De Parcel will have access via road e Parcel 2, with State to construct as noted.
4	Portland General Electric	Left	24' A.C.	State	FR 17+20	Complete control to Denney Road. U frontage road. State to reconnect system to frontage road as noted.
5	Bevest, Inc.	Left	N/A	N/A	N/A	Complete control to Denney Road. U frontage road. No existing approac Any future approaches to frontage structed by land owner with appro
6	Propco, Inc.	Left	N/A	N/A	N/A	Complete control to Denney Road. U frontage road and SW 111th. No ex are affected. Any future approache to be constructed by land owner wi

ACCESS LIST

Denney Road Overcrossing
Beaverton-Tigard Highway
Prefix: 134-1966

Owner	Side of "DR" Line	Top Surface width/material	To be Constructed by:	Station	Remarks
s, Charles W.	Left	N/A	N/A	N/A	Access unchanged. Uncontrolled to Denney Road and SW 104th. No existing approaches are affected.
Development Co.	Left	24' A.C.	State	DR 25+00	Complete control to highway. Uncontrolled to SW 104th. Complete control to Denney Road east of DR 25+15. Access to Denney Road west of DR 25+15 restricted as to number & location, with State to construct road approach as noted.
ds Industries e Development any C.P.)	Left	24' A.C.	State	DR 24+70	Complete control to highway and Denney Road. Parcel will have access via road easement over Parcel 2, with State to construct road approach as noted.
and General ric	Left	24' A.C.	State	FR 17+20	Complete control to Denney Road. Uncontrolled to frontage road. State to reconnect interior road system to frontage road as noted.
t, Inc.	Left	N/A	N/A	N/A	Complete control to Denney Road. Uncontrolled to frontage road. No existing approaches are affected. Any future approaches to frontage road to be constructed by land owner with approved permit.
o, Inc.	Left	N/A	N/A	N/A	Complete control to Denney Road. Uncontrolled to frontage road and SW 111th. No existing approaches are affected. Any future approaches to frontage road to be constructed by land owner with approved permit.

Access List
Denney Road Overcrossing
Beaverton-Tigard Highway
Prefix: 134-1966

Liaison No.	Owner	Side of "DR" Line	Top Surface width/material	To be Constructed by:	Station	Remarks
N/A	Western Battery, Inc.	Left	N/A	N/A	N/A	Access unchanged. Uncontrolled to Denn and SW 111th.
7	Spriggel, Amos C. & Alice R.	Right	32' A.C. 12' A.C.	State	DR 7+50 DR 9+15	Access unchanged. Uncontrolled to Denn State to reconnect existing road appro driveway as noted.
12	Washington County Unified Sewerage Agency	Right	24' A.C.	State	DR 10+35	Complete control to Denney Road east o Uncontrolled to Denney Road west of DR State to reconnect existing road appro Access uncontrolled to frontage road, future approaches to frontage road to by land owner with approved permit.
8	Glasco, Inc.	Right	24' A.C.	State	FR 16+40	Access unchanged. Complete control to uncontrolled to frontage road. State t existing road approach to frontage roa
N/A	Palumbo, Daniel & Elsie T.	Right	N/A	N/A	N/A	Access unchanged. Complete control to No existing approaches are affected.
9	Epps, Charles G.	Right	N/A	N/A	N/A	Access unchanged. Complete control to and Denney Road. No existing approaches

ercrossing
rd Highway
66

Owner	Side of "DR" Line	Top Surface width/material	To be Constructed by:	Station	Remarks
Western Battery, Inc.	Left	N/A	N/A	N/A	Access unchanged. Uncontrolled to Denney Road and SW 111th.
Spriggel, Amos C. & Alice R.	Right	32' A.C. 12' A.C.	State	DR 7+50 DR 9+15	Access unchanged. Uncontrolled to Denney Road. State to reconnect existing road approach and driveway as noted.
Washington County Unified Sewerage Agency	Right	24' A.C.	State	DR 10+35	Complete control to Denney Road east of DR 10+65. Uncontrolled to Denney Road west of DR 10+65, with State to reconnect existing road approach as noted. Access uncontrolled to frontage road, with any future approaches to frontage road to be constructed by land owner with approved permit.
Vasco, Inc.	Right	24' A.C.	State	FR 16+40	Access unchanged. Complete control to Denney Road, uncontrolled to frontage road. State to reconnect existing road approach to frontage road as noted.
Palumbo, Daniel & Elsie T.	Right	N/A	N/A	N/A	Access unchanged. Complete control to highway. No existing approaches are affected.
Epps, Charles G.	Right	N/A	N/A	N/A	Access unchanged. Complete control to highway and Denney Road. No existing approaches are affected.

Access List
Denney Road Overcrossing
Beaverton-Tigard Highway
Prefix: 134-1966

Liaison No.	Owner	Side of "DR" Line	Top Surface width/material	To be Constructed by:	Station	Remarks
10	Warnke, Clifford C. & Margaret A.	Right	N/A	N/A	N/A	Probable entire taking. Excess, if not entire taking) will have to highway and Denney Road. Ac uncontrolled to SW 105th.
11	Smith, William O. & Elaine	Right	16' A.C.	State	DR 25+55	Access unchanged. Uncontrolled Reconnect existing driveway as
N/A	Hollister, V.E. Jr. & Janet L.	Right	16' A.C.	State	DR 26+30	Access unchanged. Uncontrolled Reconnect existing driveway if
N/A	Martin Homes, Inc.	Right	16' A.C.	State	DR 27+00	Access unchanged. Uncontrolled Reconnect existing driveway if
N/A	Conchuratt, Thomas et ux	ight	16' A.C.	State	DR 27+95	Access unchanged. Uncontrolled Reconnect existing driveway if

SUBMITTED W.G. Hight by Jim Hunter
Right of Way Liaison Agent

RECOMMENDED James W. Cahill
Resident Locating Engineer

APPROVED Edward Stadtler
Regional Engineer

APPROVED
~~Construction~~ Design Engineer

APPROVED
Right of Way Engineer

APPROVED
Asst. State Highway Engineer

crossing
Highway

Owner	Side of "DR" Line	Top Surface width/material	To be Constructed by:	Station	Remarks
rnke, Clifford C. & Margaret A.	Right	N/A	N/A	N/A	Probable entire taking. Excess R/W (or remainder, if not entire taking) will have complete control to highway and Denney Road. Access will be uncontrolled to SW 105th.
th, William O. & Elaine	Right	16' A.C.	State	DR 25+55	Access unchanged. Uncontrolled to Denney Road. Reconnect existing driveway as noted.
lister, V.E. Jr. & Janet L.	Right	16' A.C.	State	DR 26+30	Access unchanged. Uncontrolled to Denney Road. Reconnect existing driveway if necessary.
tin Homes, Inc.	Right	16' A.C.	State	DR 27+00	Access unchanged. Uncontrolled to Denney Road. Reconnect existing driveway if necessary.
churatt, Thomas et ux	ight	16' A.C.	State	DR 27+95	Access unchanged. Uncontrolled to Denney Road. Reconnect existing driveway if necessary.

G. Hight by Jim Hunter
ht of Way Liaison Agent

James W. Cockell
sident Locating Engineer

ional Engineer

APPROVED

~~Construction~~ Design Engineer

APPROVED

Right of Way Engineer

APPROVED

Asst. State Highway Engineer

144

3-10-76

DENNEY ROAD INTERCHANGE
Beaverton - Tigard Highway
Washington County
Prefix: 134-1966
March 10, 1976

City of Beaverton 16 Inch Water Main Relocation

Today at 9:30 a.m. a meeting was called at the Region 1 conference room in Milwaukie to discuss the relocation of the City of Beaverton's 16" water main that is presently located on the northerly side of Denney Road where it crosses the Beaverton - Tigard Highway. In attendance were:

Loren Meinz	City of Beaverton
Bill Dewitt	City of Beaverton
John Tindall	O.S.H.D. Bridge Design
Tom Luflay	O.S.H.D. Bridge Design
Fred Erikson	O.S.H.D. Road Design
Allan Hansen	O.S.H.D. Road Design
Phil Preston	O.S.H.D. Utility Unit
Marion Craft	O.S.H.D. Region Construction Engineer
Jim Cochell	O.S.H.D. Resident Engineer
Ted Inloes	O.S.H.D. Region Utilities Engineer

The subject of discussion was to determine if the subject water main should be relocated or left where it is presently located. John Tindall pointed out that from a study of the area, 9 inches of settlement is expected due to the weight of the fill and that it could possibly fracture the water main. Loren Meinz said it would not be desirable to have it under the fill due to maintenance. From this it was concluded that it would be desirable to relocate out from under the fill area.

The possible areas of relocation offered as a solution were: place water main in the structures crossing Highway 217; go along, or in the frontage road on the north side; go along the toe of fill on the south side of crossing. It was concluded that the latter was the most acceptable route due to the services coming off primarily on the south areas. The general location agreed upon was more or less parallel to the existing General Telephone underground telephone conduit and bore under the Southern Pacific Railroad and Highway 217. The Fanno Creek crossing was discussed and Loren Meinz said crossing the creek by going under would pose no problem, preferably in July or August.

Loren Meinz said they have the facilities to do the design of the relocation, and that they would need the toe of fill and the right of way boundaries established on the south side. Jim Cochell said he would have field data by March 11 and in turn would get the information to Fred Ericksen and it would take approximately 30 days for Fred to get this map to Meinz. On

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ROAD DESIGN SECTION

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the south bound on ramp the size of footing for the structure near Station "B" 254+50 is needed. John Tindall has this information and will get it to Loren. Two maps were given to Loren Meinz; a location detail and a preliminary reduced plan. With these two maps and the above mentioned item they can complete their design work.

The boring under the railroad will require a permit from the Southern Pacific Railroad. The City is going to apply for this permit prior to receiving the above data from Salem. A sketch plan, estimate of cost and schedule for completion is required by the State from the City for approval and for issuing the permit before work begins. It was agreed by all that it would be to everyones advantage if the relocation could be completed before construction of the interchange begins.

The question came up as to who would be paying for the relocation. Phil Preston stated it would depend on the final agreement between the parties; that it most likely would be a percentage basis. He suggested they keep an accounting of their cost for further submittal when the final agreement is drawn up.

All correspondence, or a copy, should be submitted through Ted Inloes at 9200 S.E. McLoughlin Blvd. with the exception of the Permit for the railroad crossing, which should be submitted directly to the railroad unless Phil Preston advises us differently.

8558

9457A
16143
13074A,B&C

OREGON STATE HIGHWAY DIVISION

Your file 1041 BR

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 4, 1976

RECEIVED
STATE HWY ENGR
MAR 4 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Denny Road Intch. Section
Beaverton-Tigard Highway
Washington County
Oregon Project US-466(-)

Enclosed are five prints each of revised Drawings 29436, 29428, 29430 and five prints of Drawings 31245 and 31246 which replaces our previously submitted Drawing 29905. Also enclosed are five prints of the latest geometric sheet for the subject interchange.

The roadway width of the Denny Road Interchange structure has been revised to 72 feet and the roadway width of Denny Road crossing of Fanno Creek has been revised to 44 feet. This is in accordance with the latest geometric sheet.

The location and span arrangement of Denny Road and the frontage road crossings of Fanno Creek has been revised to avoid conflicts with the sanitary sewer system. All other data is the same as originally submitted on September 5, 1975, and supplemented with our transmittals of October 8, 1975, and November 18, 1975.

The estimated cost of the structures in this interchange, including an allowance for engineering and contingencies is as follows:

Denny Rd. Intch. No. 16143	$1,870,000
Fanno Cr. Brs. Nos. 13074A,B&C	351,000
Fanno Cr. Br. Widening No. 9457A	153,000
	$2,374,000

This is being sent to you as a revised preliminary submittal for your approval.

Very truly yours,

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

JMT:smd

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
E. L. Hardt w/encl.

8558

144

Salem, Oregon
March 2, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Ed Hardt
Region 1 Engineer

Denny Road Interchange Section
Beaverton-Tigard Highway
Washington County

Additional Field Work is needed to extend the ground line on the right from Station 11+50 to Station 16+50, inclusive. On the attached sketch, the red lines indicate the estimated limit of the extensions required.

The frontage road on the right side of Denny Road has been moved outward to avoid conflict with a group of sanitary sewer manholes at Fanno Creek.

One copy of the cross-section notes is attached for use in making the extensions.

FE:az
Attachments--2
cc: Fred Eriksen

8558

144

UNIFIED SEWERAGE AGENCY
OF
WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123
(503) 648-8621

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

Versteeg
Olson
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Scott
Swenson
Anderson
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ROAD DESIGN SECTION
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Other

January 29, 1976

Mr. Ted Inloes
Regional Utility Engineer
Oregon State Highway Division
9200 S. E. McLaughlin Blvd.
Portland, Oregon 97202

RECEIVED
FEB 6 1976
ROAD DESIGN SECTION

Dear Ted:

I am returning a copy of the map you provided showing the proposed road improvements on DenreyRoad adjacent to our Fanno Creek Treatment Plant. I have labeled the underground facilities that we have in this area and also indicated in red the facilities that will remain after the Fanno Creek Treatment Plant is taken out of service. You will note that all of our facilities are to remain excepting the pump station and the control manhole. I would like to point out a possible conflict with our Progress Trunk and Fanno Interceptor and the supports for the proposed bridge across Fanno Creek. The supports could not be put directly over the sewer line unless some steps are taken to insure the structural integrity of said lines.

I am confident that the engineering problems can be solved through cooperation with your department and our Agency. There are, however, other problems that will take further consideration; those being the acquisition of the property now occupied by our treatment plant and the drainage of said property. As we discussed the other day, disposition of this property is not known at this time. There has been some interest from the city of Beaverton to acquire the property and there has been some talk that the Agency may retain the property and use the structures for maintenance facilities. We also discussed the problem of drainage as this site was reclaimed from a flood plain by the use of dikes and great care should be taken in not destroying the integrity of the dikes and routing any road drainage away from the property.

I hope that the enclosed drawing and this letter will help guide you and your Design Department in reaching a solution to this problem. If you have any further questions or need additional data, please do not hesitate to call me at your convenience.

Copy to
Fred Eriksen
John Tindle

Very truly yours,

Don Laridon

Don Laridon
Division Engineer

REFERRED TO
Board Reed
Cole Sample
Eriksen FE Watson
Hager Wolfe
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BY FINAL DESIGN ENGINEER

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12-11-75

Channel Change

CREEK

BEAVERTON INTERCHANGE

251+3

"A" 253+34.40 P.O.T.

"DR" 19+83.85

"B" 253+47.27 P.O.T.

"FRL"
12"CL

82° C.R.

16" Water

12"

G.V.

4" Gas

Lindan Tel. Conduit

6" Water

18"

15

10

110' RADIUS CURVE

CONNECTION MEANING INT.

INDUSTRIAL AREA SEWER

PUMP STATION

CONTROL M. FOR PUMP STATION

"FRR" Line

153'

FANNO INT.

213'

PROGRESS TRUNK

75' Rad. Curve

Water Vault

12-11-75

. Channel Change

Change And

CREEK

BEAVERTON INTERCEPTOR

251+35.16 P.

"A" 253+34.40 P.O.T.

"DR" 19+83.85

"B" 253+47.27 P.O.T.

"FRL"

12" CL

82° C.R.

16" Water

4" Gas

G.V.

W.V.

6" Water

18"

Undan. Tel. Conduit

12"

10

15

110' RADIUS CURVE

CONNECTION MEANDO INT.

PUMP STATION

INDUSTRIAL AREA SEWER

F.H.

Water Vault

CONTROL M FOR PUMP STATION

"FRR" Line

153'

FANNO INT.

213'

PROGRESS TRUNK

75' Rad. Curve

8558

1-20-76

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: US-466(12)

STATE PROJECT NO.: Denny Road Interchange

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.:

ITEM NO.: US-168

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 21 '76
REFER TO

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	January 20, 1976	Secondary Route 168	Secondary Route 144

GENERAL LOCATION:

City of Beaverton

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION at a total estimated cost of $63,600 = Federal Funds $49,650.

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2-16-73 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 10-27-75 letter I hereby grant location/design approval for the subject project and authorize you to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-20-76	C R Burghardt for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8558 1-15-76

FINAL NEGATIVE DECLARATION

Denney Road Interchange
Beaverton-Tigard Highway
Washington County, Oregon

This final negative declaration for the above Federal-aid urban project has been prepared in consultation with the Federal Highway Administration pursuant to regulations in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2.

LOCATION AND HISTORY OF PROJECT

Construction of the Beaverton-Progress section of the Beaverton-Tigard Highway began in July 1967 and was completed in July 1969. When designs for this section were being developed, a full diamond interchange at Denney Road was included and right-of-way was purchased. Actual construction was to be undertaken when traffic demand warranted.

Denney Road is an east-west collector facility providing residential and commercial access to the Beaverton-Tigard Highway from S.W. Hall Boulevard in Beaverton and from S.W. Scholls Ferry Road in east Washington County.

The present intersection is an at-grade facility with a five-phase signal. Phased left-turn refuges are provided on the Beaverton-Tigard Highway for access to Denney Road.

DESCRIPTION AND PURPOSE OF PROJECT

This project is one of the remaining two interchange projects which are proposed for the Beaverton-Tigard Highway. With the completion of the remaining two projects (Denney Road and Allen Avenue), the Beaverton-Tigard Highway will provide 7.44 miles of unsignalized, controlled-access freeway.

The Highway Division is proposing a full-diamond interchange with acceleration and deceleration lanes to and from the highway at the intersection of Denney Road and Highway 217, the Beaverton-Tigard Highway. The overall length of the project along the highway is 0.8 mile and 0.4 mile along Denny Road. The structure will initially consist of two travel lanes with shoulders

and two left-turning lanes with an 8-foot pedestrian/bike lane. The two travel lanes are consistent with the two lanes presently on Denney Road itself. The Beaverton City Council is on record in favor of a four-lane structure to provide for a future widening of Denney Road. At such time as Denney Road is widened, the structure could be adapted to accommodate traffic. The decision to widen Denney Road is in the domain of the City of Beaverton; hence, this proposal provides (1) that the facility will operate as a two-lane road, and (2) for a structure which can be adapted to handle a greater traffic load. The design of the interchange facility has been coordinated with the City of Beaverton, recognizing their desire for a four-lane facility on Denney Road to the west of the Beaverton-Tigard Highway.

Frontage roads 800 feet in length on the north and south of Denney Road, west of the highway, will provide access to the properties abutting Denney Road.

During construction a detour would be provided on the north side of Denney Road, crossing the Beaveton-Tigard Highway at-grade, with a five-phase signal at the intersection. It is anticipated that some traffic will reroute itself north to Allen Avenue because of the inconvenience of using the detour. Upon completion of construction, much of the temporary detour facility would continue to be used for the northerly frontage road on the west side of the freeway as far as the P.G.E. property.

Construction of the interchange will require approximately 130,000 cubic yards of borrow. The only borrow in mind, at this time, is a source on Scholls Ferry Road, the Garry Lewis pit. This source site would require a round-trip haul of approximately seven miles. Commercial sources of surfacing and asphalt concrete are available in the vicinity of Oregon City, Beaverton, and at south Portland Willamette River plants.

If a contractor-furnished source is used, the contractor shall comply with subsection 106.05, "General Requirements Concerning Sources of Borrow and Aggregate," as follows:

> Prior to starting any work in a contractor furnished source, the contractor shall furnish to the engineer, a site reclamation plan for the source along with, if applicable, documentation that the plan submitted conforms to all the requirements of the Department of Geology and Mineral Industries, the Division of State Lands, and/or any local agency charged with the administration of applicable land use ordinances, laws, rules or regulations. The State will not accept any material from a contractor furnished source until the above plan and documentation have been submitted to the engineer.

EXISTING ENVIRONMENTAL SETTING

The surrounding land in the project area is developed with single-family residential structures, multiple-family housing structures, and industrial complexes.

The northwest quadrant of the Denney Road interchange has developed into a complex of light industrial manufacturing facilities, outlets, warehouses, and offices. Contained within this area are Western Battery; Oregon Manufacturing Company; Glaser Brothers; Westco; and Action Alley Stores, Inc., General Offices and Warehouse. The Portland General Electric Denney Road substation is located to the east of this complex, next to the highway. A large, open area lies between the substation and industrial complex. This vacant land is being advertised for sale or lease.

The predominant feature of the southwest quadrant is the Denney Road Industrial Park located immediately adjacent to the highway and Denney Road. The park is owned by Glasco, Inc., and consists of Glasco; Hearin Projects, Inc.; Mulins Products, Inc.; and Mercer Industries, Inc. To the west of the industrial park is the Fanno Creek Sewage Treatment Plant.

The Tigard branch of the Southern Pacific Railroad parallels the highway on its west side, forming a barrier between the industrial area and the highway. Two railroad spur lines serve the Denney Road Industrial Park.

The southeast quadrant has been heavily developed with single-family residential structures. Across Denney Road to the north, the northeast quadrant has been developed with multiple-family (apartment) dwellings and one large mobile home park.

The areas outside the project area to the west and east along Denney Road are built up multiple- and single-family residential housing. Denney Road thus serves as a major collector to the Beaverton-Tigard Highway.

A twenty-four hour count taken in May, 1975, registered a total two-way traffic volume of 5,700 on Denney Road west of the Beaverton-Tigard Highway. East of the highway on Denney Road, the two-way total was 3,000 vehicles. The average traffic volume on the Beaverton-Tigard Highway was considerably heavier, with 33,600 vehicles north of Denney Road (for more detailed traffic data and analysis, see attached appendix).

The five-year (1969-73) accident record for the 0.1 mile section which includes this intersection shows a total of 34 accidents, 33 of which were of a type preventable by an overpass. Twenty-nine injuries and no fatalities resulted from the accidents.

ALTERNATIVES TO THE PROPOSAL

During the preliminary design phases of project development and in response to local governmental and public sentiment, several alternatives to the proposal were considered. These were: (1) no-build -- not to build the proposal would mean that traffic and safety conditions on the Beaverton-Tigard Highway and Denney Road would not be improved and would likely deteriorate; (2) closure of Denney Road on each side of the Beaverton-Tigard Highway -- this would require all traffic to utilize other facilities for both crossing and access to the Beaverton-Tigard Highway, and would present some economic hardship on existing businesses; (3) Denney Road overcrossing the Beaverton-Tigard Highway with no interchange connections -- traffic destined for the Beaverton-Tigard Highway would have to gain access

elsewhere (presumably Allen Avenue), and would also present some economic hardship similar to the closure alternative; and (4) combination interchange with Allen Avenue -- this would require a northbound at-grade crossing of Allen Avenue and a southbound at-grade crossing of Denney Road for the frontage road ramps, and, would require some additional right-of-way between Allen Avenue and Denney Road.

The four alternatives to the proposal mentioned above are presently not being pursued in favor of a full diamond interchange and two-lane overcrossing at Denney Road. Evaluation of these alternatives has shown that they either do not meet the transportation and safety objectives, present hardship, displace more businesses-homes, are more costly, or are contrary to local governmental desires, or a combination thereof.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The bulk of the project right-of-way was acquired in the 1960's when land was being purchased for a two-lane overpass on the Beaverton-Tigard Highway. However, a change in the proposal--calling for higher design standards for the overpass--necessitates acquisition of all or portions of nine additional parcels of land, totalling approximately two acres to accommodate the expanded roadway section.

Three residential properties would be adversely affected. One property has approximately 0.17 acre with 100+ feet of frontage on Denney Road and 74+ feet of frontage on S.W. 105th Avenue. Approximately .06 acre will be required for the project. The 0.11 acre that would remain would not meet residential homesite standards for this neighborhood. A second property, consisting of 0.8 acre, will be reduced by approximately 0.052 acre. Acquisition should not change the use of the property, as the only loss would be landscaping items, such as lawn and plantings. There is a possibility, however, that the slight reduction in size may interfere with the septic drain field. If this is the case, and the drain field cannot be reestablished or a sewer connection cannot be made, then the residence would become uninhabitable. Under these circumstances,

the Highway Division would offer to purchase the entire properties. A third residential property affected is a .18 acre parcel on the corner of Denney Road and S.W. 105th Avenue. This parcel is across 105th Avenue from the parcel which would be fully acquired. The right-of-way required is approximatley 0.02 acre, consisting of a strip of land averaging about seven feet in width along Denney Road, and a strip of land along S.W. 105th Avenue, tapering from ten feet to zero feet. Included is a portion of the driveway, some fencing, and landscaping. With the shortening of the driveway, ponding could result, as the driveway would then be below grade. In addition, access would be awkward and difficult from Denney Road. Cost to cure damages will be allowed.

Fanno Creek at the present is crossed by both the Beaverton-Tigard Highway and Denney Road. On the Beaverton-Tigard Highway, the existing bridge would be widened. However, no change in the hydrology of the stream is expected, since the bridge would be able to handle a flood of a 100-year frequency (Intermediate Regional Flood).

On Denney Road, the existing wooden structure (single fifty-foot span) would be replaced by three separate structures, one of which would carry Denney Road traffic, and two carrying frontage road traffic on each side of Denney Road. Several additional alternatives for this crossing were studied. The first alternative studied is a double 21' 11" x 13' 1" super span culvert. The second alternative is a triple 11' x 10' reinforced concrete box culvert. Neither of these two is acceptable due to settlement problems inherent in the soils of the area.

The immediate and most notable effects on air quality with the introduction of a grade-separated intersection are the elimination of delays to through traffic and a corresponding improvement in air quality. Carbon monoxide and hydrocarbon emissions will decrease with an increase in speed--a result of

improved intersection capacity. The reduction of delays associated with signalized, at-grade intersections allows for steady vehicle operation, with resulting higher operating efficiency and lower pollutant emission rates.

It is expected that the beneficial effects of pollution control devices on automobiles will become increasingly apparent over the next ten years, and no substantial increase in pollutant levels will be noted as traffic volumes increase. After that time, any increase in traffic volumes or decrease in the level of service would tend to show some increase in total pollutant levels, but implementation of the project will result in a decrease in pollutant levels. Therefore, the Oregon State Highway Division finds the proposal consistent with the State Air Quality Implementation Plan.

A two-story apartment and one single-family residence to the east of the proposed diamond interchange are the only noise-sensitive properties near enough to the project to be affected by noise. Calculations show that noise levels would exceed federal standards at both locations. However, construction of the interchange would not increase noise levels, since the residences are close to Denney Road, where noise levels would be higher than those at the interchange.

Noise-Sensitive Property	Distance to Center-line Denney Road	Truck Peak Hour L_{10} Sound Level	
		1974	1994
Single-family residence	70 feet	75 dBA	78 dBA
Two-story apartment	150 feet	72 dBA	74 dBA

The analysis of this project was as follows:

1. Truck peak-hour traffic projections were obtained from the ODOT Planning Section. Truck peak-hour is generally considered the worst time of day.
2. Noise level estimates were made for the present and 1994, assuming Denney Road traffic only--no interchange. (Predictions were made using a nomograph method.)

3. Predictions were then made for ramps of the proposed interchange and compared to no-build sound levels.[1]

Step 3 was accomplished by calculating the sound level 50 feet from the ramp of the proposed interchange and applying a 4.5 dB per doubling of distance correction factor to adjust to the prescribed distance. A semi-infinite roadway segment adjustment was also applied to the ramps to correct their projected dB level to account for the fact that they are terminated at one end by the interchange. The speed assumed on each ramp was two-thirds of highway speed, or 30 miles per hour. The predicted sound levels from the ramps of the proposed interchange were found to be 10 dB or more lower than those on Denny Road itself. This indicates that the ramps would have virtually no effect on sound at the noise-sensitive sites.

The A-95 agency review process required for this project was initiated, and comments have been received. The Columbia Region Association of Governments (CRAG) Transportation Committee approved the project application for compliance with the goals of CRAG. The State Clearinghouse reviewed the proposal and found that it had no significant conflict with plans, policies, or programs of state government, and the State Department of Environmental Quality concluded that the proposal would have effects, but that they would be acceptable.

SUMMARY AND DISPOSITION OF PUBLIC HEARING COMMENTS

A design public hearing was held at McKay School in Beaverton, Oregon March 20, 1975, at 7:30 p.m. Approximately 60 persons were present, of which 26 individuals expressed their opinions, both at the hearing and through written comments. It was concluded from the hearing and written comments that ten individuals questioned the need for a 4-lane Denney Road and/or overcrossing of which two individuals felt that

[1]Only trucks were used in this analysis, because as a rule trucks are the predominant influence in establishing the L_{10} sound level.

simply providing an overpass without access ramps to Highway 217 would be sufficient, and two individuals felt that construction of Allen Avenue Interchange was more important than Denney Road Interchange; eight individuals had specific questions about the nature of the proposal which were handled directly after the hearing (two of these individuals said they would provide written comments later); five individuals expressed specific concerns about effects of the project on access to their property, and removal of vegetation along and disturbance to Fanno Creek; and three individuals were in favor the project as proposed.

With regards to the first concern (4-lane Denney Road overcrossing) the proposal presently provides for an overcrossing of two travel lanes, two left-turn refuges, shoulders, and a pedestrian/bike lane. This design is deemed to be adequate to accommodate anticipated traffic volumes of the next twenty years.

A few individuals felt that simply an overcrossing without connections to the Beaverton-Tigard Highway would suffice, and that Allen Avenue should be constructed prior to Denney Road Interchange. Eliminating connections and providing an overcrossing only was deemed not appropriate because of the needless economic hardships it would bring to the businesses as a result of eliminating direct access via Denney Road to the Beaverton-Tigard Highway. With regards to implementing the Allen Avenue Interchange proposal prior to the Denney Road proposal, it cannot be denied that traffic volumes are higher on Allen Avenue than on Denney Road, which would indicate a greater need for an Allen Avenue Interchnage. However, differences in the stages and complexity of project development (the proposal is more advanced relative to environmental documentation, has had a hearing, and requires less time for right-of-way acquisition and relocation because of less involvement than the Allen Avenue Interchange proposal) would enable the Denney Road Interchange proposal to advance to the construction stage of project development more quickly than the Allen Avenue Interchange proposal. However, beginning construction of Denney Road Interchange prior to Allen Avenue would not delay construction of Allen Avenue, but would follow, assuming hearing, environmental and other processes are successfully completed.

Concerns about access were identified by numerous property owners in the industrial area. The City of Beaverton inquired into the feasibility of constructing a cul-de-sac into the PGE Denney substation in the northwest quadrant of the interchange area. Project plans already provide for adequate access to this facility through the construction of a separate access road on the west side of Fanno Creek, at an entrance approximately 300 feet from the existing access.

Several industrial firms, tenants of properties to the south of Denney Road and to the west of Highway 217, requested that the proposed access frontage road serving their establishments be modified. The proposed design was felt to be limiting to the large truck and trailer rigs which must negotiate the sharp curve in the frontage road. The design has since been changed to allow a greater degree of curvature (with a radius of 55'); this action has been concurred in by these tenants.

The Southern Pacific Transportation Company (SPTC) has expressed concern that the project would not leave enough width for the purpose of building additional tracks on each side of their existing mainline. Although the fill slopes for the interchange ramps will encroach slightly on the railroad right-of-way, there will still be room for an additional track west of the existing mainline. The fills and bridges required for the project will be constructed in such a manner as to interfere as little as possible with the railroads plan. Every effort will be made to coordinate construction activities with the SPTC such that, if and when a new track is anticipated east of the mainline, appropriate modifications will be incorporated in the fill for the interchange ramp. The SPTC favors the project, as it will eliminate a hazardous at-grade crossing.

With regard to drainage, the issue of a channel change to Fanno Creek was identified, with specific fears centering on the imposition of constrictions on the watercourse, and reference was made to its infrequent flooding.

The present channel of Fanno Creek west of Highway 217 is very sinuous. As such, it would be extremely difficult to place the three structures necessary for the crossing of Denney Road, and the two frontage roads, in a reasonable alignment without some straightening of the channel. The section of Fanno Creek under question is approximately 250 feet in length. It will be left in open channel and will resemble a natural watercourse. It was initially proposed to place the stream in a pipe or culvert. However, it has since been determined that such construction would probably result in failure of the structure as a result of the pressure expected to be placed on it by the large fill required in an area of suspected subsidence. Thus, there is no alternative action which can be taken, except to straighten the channel where necessary and place structures over it. The minor changes in hydraulic characteristics brought about by this action will not increase the probability of flooding.

Additionally, the existing structure on Highway 217 over Fanno Creek is slated to be widened in association with reconstruction of the interchange. It will not be relocated. Some additional riprap work is required along the sides of the stream to protect the banks from erosion.

The second concern about drainage was raised by a property owner in the southeast quadrant of the interchange area. He has maintained that the proposed roadway surface, upon completion of the project, would be at a higher elevation than the floor of his house. This, it was felt, would cause a potential flood situation during periods of excessive rain, as water draining from Denney Road would flow into his house. Upon inspection of the situation, however, it has been determined that no such problem will occur, since the roadway section will be curbed and drained by a storm sewer.

Questions were also brought up over the Highway Division's use of natural vegetation in the project vicinity. It is currently the OSHD policy to preserve natural vegetation to the extent practical, and to replace trees and

shrubs which were removed during project construction, in so far as circumstances permit. It will be necessary to remove some trees within the right-of-way in order to widen the pavement and to construct drainage facilities.

Concerning the loss of open space, it must be noted that the area to the west of Highway 217 (and adjacent to Fanno Creek) is presently occupied by various industrial plants, a sewage treatment facility, and a power substantion. Such existing land use makes it impractical to attempt the reconversion of this land, or other project-related land, to an open space status.

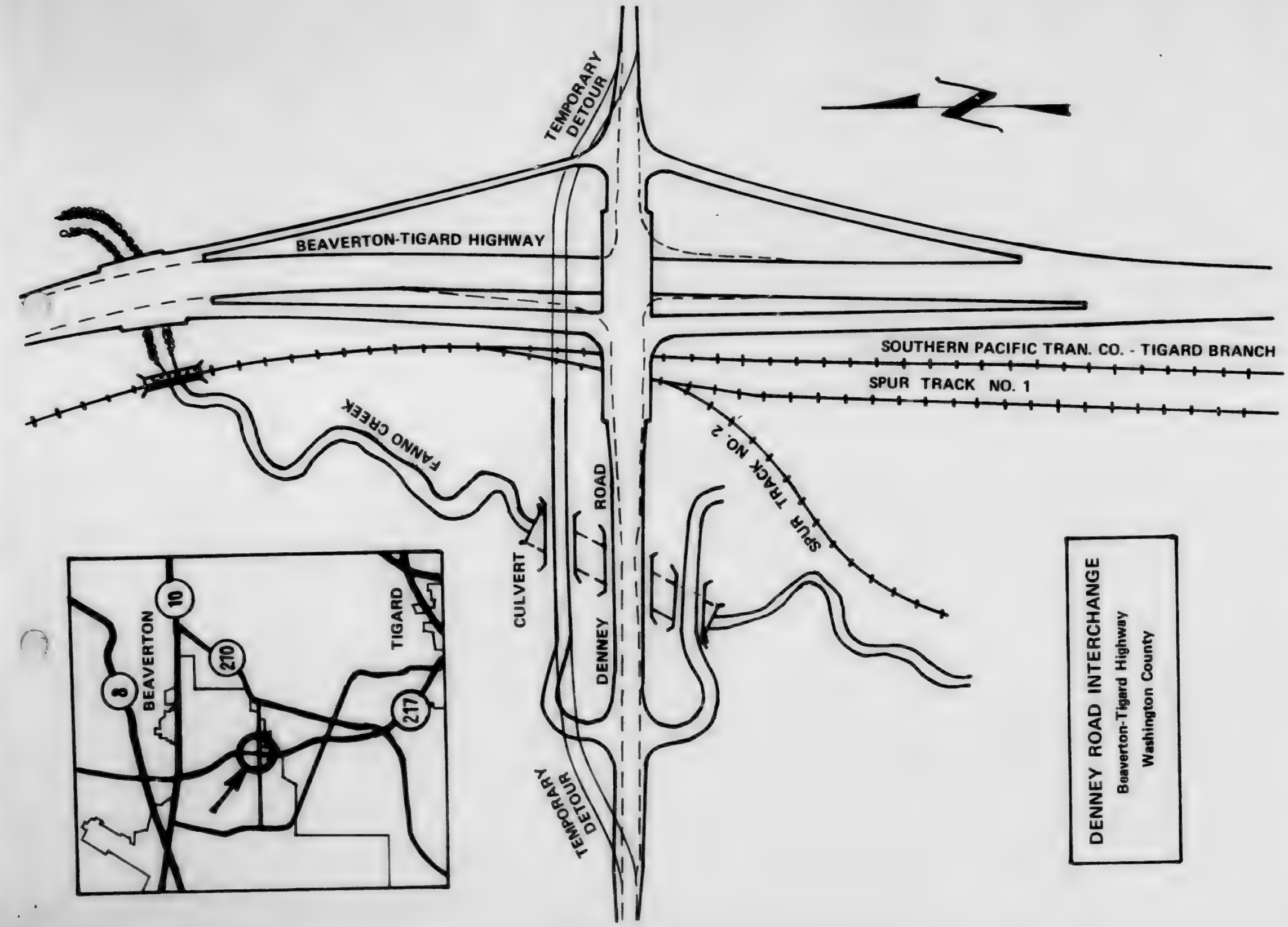
BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Higwhay Division that this project constitutes a "major action" as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the proposed action will not have a significant impact upon the quality of the human environmental of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

Assistant State Highway Engineer — Date 1/7/76

FHWA Division Adminstrator — Date JAN 15 1976



DENNEY ROAD INTERCHANGE

Beaverton-Tigard Highway

Washington County

APPENDIX

TRAFFIC DATA AND ANALYSIS

The traffic information displayed in Table 1 is based on the most recent regional population, employment and economic projections available, and represents a refinement over the original traffic information provided in the Draft Negative Declaration. These traffic projections indicate the following service levels and conditions for "No Build" and "Build" options.

"No Build" At Intersection

Under the "No Build" condition, traffic volumes would stay below capacity through 1986 on Denney Road at the intersection. Beyond this ten-year projection, the demands at the intersection cause the service level to fall into the "D" range.

"Build" With Interchange

Under the "Build" condition, the interchange capacity is increased to approximately 15,000 ADT at Level "C," and movements on the overcrossing and ramps can be handled adequately.

Denney Road Proper

West.--On Denney Road proper, as shown in Table 1, the level of service varies depending upon Denney Road remaining as a two-lane facility or widened to the "D collector" designation of a four-lane 44-foot curbed street section. If the two-lane facility remains, then the capacity restriction will take place on Denney Road and not at the "interchange." If the "D collector" is constructed, then no apparent capacity problems would be encountered at the interchange or on Denney Road proper.

East.--On the east side of the Beaverton-Tigard Highway, the level of service is dependent mainly on the intersection approach capacity. With the interchange built, the restriction on the east side will be iliminated, and a need for four lanes is not anticipated.

"No Build" Beaverton-Tigard Highway

Traffic volumes on the Beaverton-Tigard Highway (217) are currently exceeding design capacity. By 1980 traffic backups from the signal will significantly add to travel time delays. Safety conditions will deteriorate with accompanying increases in accidents. Volumes would remain at approximately 40,000 after 1986, representing a maximum limit that the facility can handle with the existing signalized intersection.

"Build" Beaverton-Tigard Highway

Under the "Build" condition, the Beaverton-Tigard Highway (217) is relieved of the signalized control at both Denney Road and Allen Avenue. Safety conditions and traffic delays will substantially improve. Level of service "C" is expected until approximately 1990 with operating speeds of 50-55 MPH. After 1990, the section south of Denney Road is predicted to operate at level of service "D" with speeds reduced to 40-45 MPH. North of Denney Road the Beaverton-Tigard Highway is expected to remain at "C" level of service due to the provision of auxiliary lanes between the Denney Road and Allen Avenue interchanges.

TABLE I[A/]

Denney Road Interchange

Traffic Projections--Service Level

Location	Year	No Build ADT	Service Level[1/]	Build ADT	Service Level[1/]
Denney Road (West Side)	1976	6,000	A	6,000	A
	1986	8,500	C	8,500	A
	1996	11,000	C	11,000	B
Denney Road (East Side)	1976	3,200	A	3,200	A
	1986	4,800	B	4,800	A
	1996	6,600	D	6,600	A
Beav.-Tigard (North Side)	1976	34,700[2/]	D	34,700	A
	1986	40,000[2/]	E	50,400	B
	1996	40,000[2/]	E	66,600	C
Beav.-Tigard (South Side)	1976	33,400[2/]	D	33,400	A
	1986	40,000[2/]	E	50,200	C
	1996	40,000[2/]	E	66,200	D

Existing design capacities (Level "C") based on present signal in operation

West = 9,500 ADT
East = 6,000 ADT
North = 29,900 ADT
South = 29,000 ADT

Capacities (Level C) based on a Build Condition

West = 15,000 ADT (Interchange Approach)
East - 15,000 ADT (Interchange Approach)
North = 67,000 ADT[3/]
South = 57,000 ADT

[A/] Area projects listed in the CRAG Interim Transportation Plan (ITP) were assumed built.

Denney Road Proper

Location	Year	Projected ADT	Level Service 2-Lane	Level Service 4-Lane	
Hall Blvd. to Lombard	1976	4,600	A	A	
	1986	6,400	A	A	2-Lane Capacity
	1996	8,300	C	A	10,000 @ "C"
Lombard to Bel Aire	1976	4,500	A	A	
	1986	7,300	B	A	4-Lane Capacity[4/]
	1996	10,200	D	A	18,500 @ "C"
Bel Aire to Beav.-Tig.	1976	6,000	A	A	
	1986	85,00	C	A	
	1996	11,000	D	A	

[1/] See Tables 2 and 3 for Levels of Service explanation.

[2/] Maximum capacity at Service Level "E" is approximately 40,000, based on present signal in operation.

[3/] Based on auxiliary lanes provided between Denney Road and Allen Avenue.

[4/] Capacity based on City of Beaverton's "D" collector road section, four-lane 44-foot curbed street.

TABLE 2

LEVELS OF SERVICE
Relating to Typical Signalized Intersections

Level Of Service	Load Factor[1]	Traffic Flow Description
A	0.0	FREE FLOW - No loaded cycles, no waiting longer than one red indication, turning movements made quite easily, major concern is chance of arriving on red indication.
B	≷0.1	STABLE FLOW - Occasional approach phase fully utilized, some restriction within platoons of vehicles.
C	≷0.3	STABLE FLOW - Stable operation continues, loading intermittent but more frequent, occasional wait through more than one red indication, backups may develop behind turning vehicles.
D	≷0.7	APPROACHING UNSTABLE FLOW - Increasing restriction approaching instability, delays may be substantial during short peaks within the peak period, but enough cycles with lower demand to permit periodic clearance of developing queues.[2]
E	≷1.0	UNSTABLE FLOW, CAPACITY - Represents most vehicles that any particular intersection approach can accommodate, may be long queues and delays up to several signal cycles, a load factor range of .85 to 1.0 is more realistic.
F	N.A.[3]	FORCED FLOW - Represents jammed conditions, backups from locations downstream or on cross street, volumes carried are not predictable, no load factor can be established because full utilization of approach is prevented by outside conditions.

1/ Load Factor - A raio of the total number of green signal intervals that are fully utilized during the peak hour to the total number of green intervals for that approach during the same period.

2/ Queue - A buildup or waiting line of traffic at a signal or other restrictive channel.

3/ N.A. - Not applicable

TABLE 3

LEVELS OF SERVICE ON FREEWAYS
As defined by the 1965 Highway Capacity Manual

Level of Service "B" - The higher speed range of stable flow with operating speeds of 55 to 60 MPH

Level of Service "C" - Considered stable flow with operating speeds between 50 MPH and 55 MPH. Drivers have freedom to maneuver and flow can be maintained for extended periods of time.

Level of Service "D" - Approaches unstable flow with operating speeds above 40 MPH. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Comfort and convenience is low and freedom to maneuver is restricted.

Level of Service "E" - Unstable flow with operating speeds about 30-35 MPH and volumes approaching capacity. There may occur short periods of stoppages.

Level of Service "F" - Forced flow condition at which operating speeds range downward from 30 MPH to stop-and-go type operation. Volumes vary widely depending on downstream capacity.

Operating Speed: The highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at anytime exceeding the safe speed as determined by design speed on a section-by-section basis.

LEVELS OF SERVICE ON ARTERIAL STREETS
As defined by the 1965 Highway Capacity Manual

Level of Service "A" - Free flow (relatively; some stops will occur)
Average travel speed above 30 MPH.

Level of Service "B" - Stable flow (delays not unreasonable)
Average travel speed 25-30 MPH.

Level of Service "C" - Stable flow (delays significant but acceptable)
Average travel speed 20-25 MPH.

Level of Service "D" - Approaching unstable flow (delays tolerable)
Average travel speed 15-20 MPH.

Level of Service "E" - Unstable flow (congestion, short periods of stoppages)
Average travel speed approximately 15 MPH.

Level of Service "F" - Forced flow (jammed; stop-and-go)
Average travel speed less than 15 MPH.

Average Travel Speed: The summation of distances traveled over a street section during a specified period of time, divided by the summation of overall travel times.

8558

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 15, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project US-466(12)
Denny Road Interchange
Final Negative Declaration

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject declaration was concurred in by this office January 15, 1976. The signed original has been forwarded direct to Mr. Gary Potter in the Environmental Section.

This project may now be advanced in the normal manner.

G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JAN 16 '76
REFERRED

RECEIVED
JAN 16 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8558

OREGON STATE HIGHWAY DIVISION
Location Section

Section: ~~Denny Road Interchange~~

Highway: ~~Beaverton-Tigard #144~~

County: ~~Washington~~

Prefix: 134-1966

Res. Engr:

Date 26 Dec. 75

Ten Year
Traffic Coefficient 7.3

18 kip s.a. per day 43.6

R value 10

Frost Penetration

CBE Total Requirement 23.5

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Application)	3.0
2.0"	A.C.W.S. (Immediate)	4.0
6.0"	P.M.B.B.	11.0
6.0"	L.T.S.	6.0
15.5"		24.0

NOTED
E. S. HUNTER

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
STATE HWY ENGR
DEC 30 '75
REFER TO
FOR
Info | Inves | R/D | D-R | Sign | Act | File

9558

144

Salem, Oregon
December 18, 1975

A. D. Olson
Preliminary Design Engineer

Gary Waltenbaugh
Environmental Section

Denny Road Interchange
Beaverton-Tigard Highway
Washington County

Verstaeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 19 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Reference is made to your letter of December 4 in regard to data for the Final Negative Declaration.

At this point you are probably more familiar with the Interim Transportation Plan, the Beaverton General Plan, the input at the hearing and the possible future new roadways in the area than anyone else. To my knowledge none of the above plans suggested any limitation of movement at either Allen or Denny.

To list potential alternates would include at least the following:

1. Do nothing.
2. Close Denny Road each side of the Beaverton-Tigard Highway.
3. Separate Denny Road by structure over the highway and railroad, make no interchange connections.
4. Provide standard interchange at Denny Road.
5. Provide combination interchange with Allen Avenue.

1. Do Nothing.

Leaving the facility as it presently exists would presumably mean that development of the area would continue and traffic would build up on Denny Road until it would start diverting to other facilities, especially at peak hours. The accident potential would continue on both the Beaverton-Tigard Highway and Denny Road. Eventually this would become unacceptable and some other alternate utilized.

2. Close Denny Road each side of the Beaverton-Tigard Highway.

This would require all traffic to utilize other facilities for both crossing the Beaverton-Tigard and access to the Beaverton-Tigard Highway. Development would presumably change in character and existing businesses would have increased costs or decrease in value. The traffic problem at this point would be eliminated. This would be acceptable only as a last resort.

3. Separate Denny Road by structure over the highway and railroad; no interchange.

This would require traffic destined to the Beaverton-Tigard to use other facilities, presumably Allen Avenue. This would have an impact on both Allen Avenue and connecting facilities. Small saving in construction cost by elimination of ramps. Same basic right of way required. Development would presumably change somewhat in character. Existing businesses would have increased costs or decrease in value due to loss of business. Traffic on Denny Road would be reduced. Accident problem would be eliminated.

4. Provide standard interchange at Denny Road.

This would duplicate the existing conditions but eliminate the accident problem. Development would continue and traffic would increase on Denny Road. Current data indicates that the existing two lane facility would be adequate for the next 20 years. Our current interchange design is based on a two lane Denny Road.

5. Provide combination interchange with Allen Avenue.

This would be a split diamond or a variation. Preliminary study indicated that this would not result in a saving in cost as originally anticipated. Added right of way would be required between Allen and Denny. Northbound traffic from Denny would have to cross Allen Avenue at grade and southbound traffic from Allen would cross Denny at grade. Development along Denny would continue and traffic would increase as with the standard interchange. There would be no benefits over the standard interchange but would cost more.

The social, economic and environmental impacts of the above alternates which cut off direct access from the Beaverton-Tigard Highway to Denny Road and require traffic to build up on some other facility as well as increased travel costs for existing businesses would need be compared to these same impacts (positive and negative) for the alternates that retain the existing service conditions. The feasibility and acceptability may be two different things.

The above comments are my own thoughts on the situation. I would hope that an urban economist or some similar specialist in the field would have the expertise to weigh the socio-economic effects on adjacent properties of revisions to an existing system. If this was a new freeway to be added in the area, the choice of what might be appropriate for both Allen and Denny would be a different story.

The staging of the two projects is purely a matter of which one can be ready for contract first. Presumably funds for both will be made available as soon as they are ready to go. There would be no apparent reason to do either project first.

Both Allen and Denny are local facilities, extending relatively short distances east and west. Their usage as collectors and distributors of traffic is primarily local except for traffic diverting to them due to congestion on the major arterials and their interchanges. They have no regional significance except as alternate feeder roads.

ADO:jh

cc Ed Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 4, 1975

Salem, OR 97310

FILE:

FROM: Gary Waltenbaugh, Project Manager
Environmental Section

SUBJECT: Denney Road Interchange
Final Negative Declaration

TO: Hal Versteeg
Road Design Engineer

After reviewing my notes from our meeting last week, and rereading the recent memo from Preliminary Design, I am concerned that we have as yet to treat the issues in sufficient detail for their inclusion into the final negative declaration. I feel there are answers to some of these questions that have not been discussed (particularly in the treatment of alternatives). I think that, while there is some substance to the material in the memo, based on the understanding I gained in our meeting, I was to receive something a little more polished and with a little more meat.

Perhaps if this effort were coordinated with John Hanks shop, especially since he is revising his traffic estimates, the end product would be a little more tight.

Specifically Hal, I had anticipated some depth in answers to the following questions:

1. A general discussion of all the potential alternatives, particularly addressing the two lane facility with out ramps, and why it is unfeasible.

2. The complete rationale behind the staging of project construction, and why we are anticipating building one project ahead of the other.

3. A discussion of, physically, how these two projects (Denney Road Interchange and Allen Avenue Interchange) are tied together in a regional sense; probably using new information from John Hanks.

I believe Ed Hardt's memo addressing the rationale for constructing the proposed facility is a good one; I intend to use this information preparing the final negative declaration.

GW:ss

cc: George Ramjoue'

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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Salem, Oregon
December 1, 1975

D. N. Stoudenmeyer
Preliminary Design Supervisor

Gary Waltenbaugh
Senior Project Manager

Denny Road Interchange
Beaverton-Tigard Highway
Washington County

Here are answers to the following questions:

1. Why are we doing Denny Road before Allen Avenue?

   Denny road can be gotten ready to contract sooner. Negative Declaration instead of EIS, hearing already held, etc. If deferred until Allen is built, it could put off Denny for several years and maybe require a hearing, etc. all over again.

   We have an obligation to correct hazards when money is available. We should not hold this job up and possibly permit more accidents to occur.

   Most persons agree on need for the interchange and the City of Beaverton has requested we construct it.

2. Other alternates studied?

   There is need trafficwise for interchanges at both Allen and Denny. If Denny is not a full interchange traffic will overload Allen to the north and Scholls Ferry Interchange to the south.

   Traffic would traverse local streets between Denny and Allen if no interchange is provided.

   If only Allen is built weaving conflicts between Allen and Beaverton Interchange would be intensified.

   Any alternates to the Denny Interchange will cause the above points to occur.

Versteeg
A. Olson
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DNS:we
cc: John Hanks

CITY OF BEAVERTON

4950 S. W. HALL BLVD. BEAVERTON, OREGON 97005

TELEPHONE 644-2191

July 2, 1974

Edward L. Hardt, Regional Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

RECEIVED
REGION I
JUL 03 1974

RE RME RCE OE TE UE
SO RSM RSC RBI ENV LOC

Dear Ed:

Attached please find a copy of Typical Section "D" which is the General Plan for the City of Beaverton specifications for Denny Road. Construction for Denny Road is scheduled for 1977-78 to this standard, but this schedule may be excellerated subject to the proposed City of Beaverton Capital Improvements Bond Issue. By details of the improvement, I presume you mean plans and specifications, which we have not yet developed. However, we have proposed to use the "D" Section.

The City of Beaverton has reservations concerning closure of Denny Road during the construction of the interchange. Since the completion of Oregon 217 to the Sunset Highway, ADT on Allen Boulevard has jumped to over 14,000 vpd, a considerable number of vehicles for a two lane City street. The closure of Denny Road will yield a minimum of 2,000 vpd and as many as 5,000 vpd to the already burdened Allen. Currently, the City has an approved Federal Aid Urban project to widen Allen to four lanes from the freeway to Hall Boulevard. If this project could be expedited, the City's reservations concerning closure of Denny Road would be somewhat mitigated. If you have questions or comments, please do not hesitate to direct them to this office.

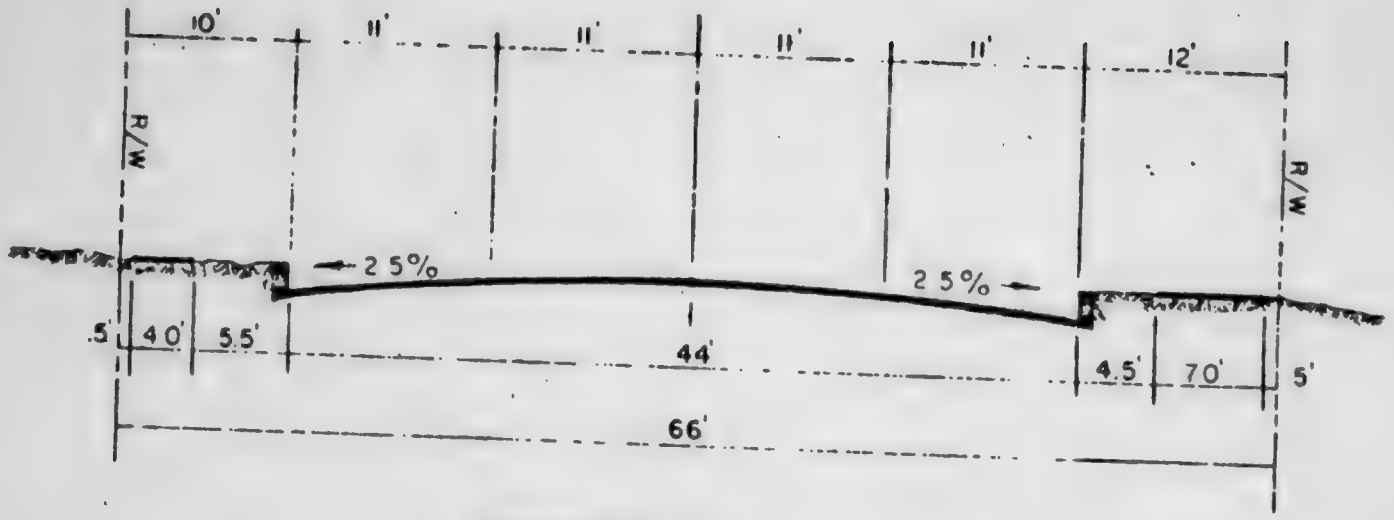
Very Truly Yours,

Joe

Jos. F. Jackson, P.E.
City Engineer

JFJ:tkw

Memo to Emmert - Dan Wattenburger & Safety
1) why are we doing Denny Rd. first ?
2) Other alternates studied ?
files



SECTION D

70

72

NOTE. STRUCTURAL THICKNESS DEPENDENT UPON ANALYSIS OF INDIVIDUAL CASES

2 lane + ctr.

8 | 16 | 12 | 2 | 2 | 12 | 16 | 8 |

38

4 lane + ctr.

76'

2 | 12 | 12 | 12 | 2 |

40

80'

CITY OF BEAVERTON	Public Works Dept.	STANDARD PLAN NO. 401	SCALE: NONE

8558

144

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

December 3, 1975

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signals
Denny Road Interchange
Beaverton-Tigard Expressway

TO: J. H. Versteeg
Road Design Engineer

Attention: Don Stoudenmeyer
Preliminary Design
Supervisor

We have analyzed the revised traffic projections for the Denny Road Interchange which assume that Denny Road will be a two-lane facility.

We find that traffic signals will not be warranted at either ramp terminal within the next few years. We, therefore, recommend that traffic signals not be included in the interchange contract.

L. E. George
Traffic Engineer

TL:rj
cc: E. L. Hardt
Ron Wolfe

1 Versteeg ✓
2 A. Olson
Toppin
Scott
Swenson
R. Olson
Trout

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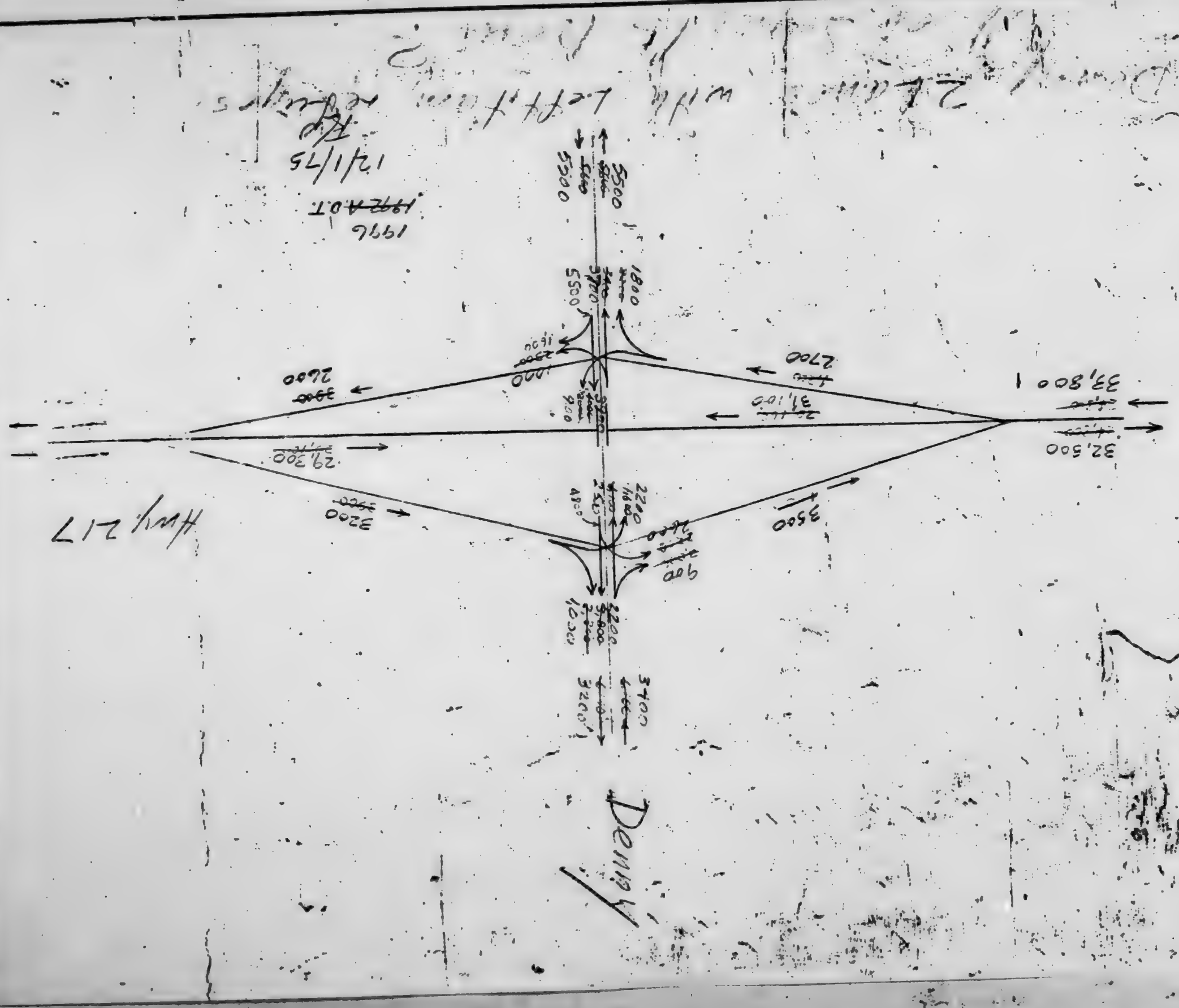
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12/1/75
32,500
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29,300
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2000
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3500
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Hwy 217
Dempsey

2358

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

December 1, 1975

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: DENNEY ROAD INTERCHANGE
FINAL NEGATIVE DECLARATION

TO: GARY WALTENBAUGH
Environmental Section

As a follow-up to our meeting of November 26 on the subject, I would like to offer the following:

Our hearing held March 20, 1975 for the project generated considerable discussion amongst the residents of the area and the Beaverton City Council regarding the future of Denney Road --- should it be widened to four lanes or not. In hind sight I can look back and see several places where we erred in our presentation of the project. In the first place, we referred to Denney Road as a "major east-west arterial facility", when actually it is less than that. Unfortunately, the implication there is that our proposal will help to turn it into a higher level facility. Secondly, our negative declaration states, "The Highway Division proposes a four-lane facility on Denney Road." Anyone reading this, and particularly those who might be opposed to widening the road, would immediately look at our proposal as a very large threat. Also, in our negative declaration we said that the construction of our interchange facility will be coordinated with the City's "scheduled construction of a four-lane facility on Denney Road." The Beaverton General Plan calls for a 44' curb-to-curb future roadway section for Denney Road which provides the capability for four lanes but this improvement is not scheduled, which further implies that our project is leading the way for a four laning of Denney Road itself.

I have mentioned publicly at every Denney Road hearing that I have attended that the Highway Division's proposal is simply to build an interchange. The width will be whatever is consistent with the City's wishes. I'm not sure anyone believes that statement, but regardless of that the damage is done and there is considerable suspicion about our project being the opening wedge for a widening of Denney Road. In order to clarify our position for the final negative declaration, I have prepared a paragraph which I offer for your use in this document. It follows:

> The Highway Division proposes a structure which initially will consist of two travel lanes with shoulders and two left-turning lanes with an 8-foot pedestrian/bike lane. The two travel lanes are consistent with the two lanes presently on Denney Road itself. The Beaverton City Council is on record in favor of a four-lane structure to provide for a future widening of Denney Road. At such time as Denney Road is widened the structure will be restriped for four lanes by utilizing the shoulder area. The decision to widen Denney Road is in the domain

of the City of Beaverton; hence this proposal provides (1) that the facility will initially operate as a two-lane road and (2) for a structure with the capability of handling four lanes for the future.

ELH/cr
cc Hal Versteeg
Jim Cochell

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8558

November 18, 1975

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Denny Road Interchange
Beaverton-Tigard Highway
Washington County
Your File 1041A.1

As requested in your November 11 letter, attached is a print of the layout sheet on the subject interchange. This was previously approved by the Federal Highway Administration in 1965 and since then has been enlarged to a four-lane facility as a result of the commitment in the transportation plan of the City of Beaverton to four-lane Denny Road.

We request your approval of the revised plan.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

bc F. B. Klaboe
R. L. Schroeder (enc.)
L. W. Rulien
J. H. Versteeg
Walt Hart "
Ed Hardt "
Victor D. Wolfe "
Gary Potter "

DNS:we/ESH:ja

8558

9

October 23, 1975

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Denny Road Interchange Section
Beaverton-Tigard Highway
Washington County
Oregon Project US-466(-)
Your File 1041BR

Your October 8 memorandum inquired when Denny Road is to be constructed and how much of a facility will be built.

Attached is a copy of my August 18 letter to Representative Mike Ragsdale, including the attachments referred to in it. This documents our position that we propose to construct the four-lane diamond-type interchange. A "Request for Design Approval", based on four lanes, will be submitted in the near future.

Our present schedule calls for the Denny Road project to be contracted in June 1976, with the Allen Avenue project following in late 1976.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

bc F. B. Klaboe
J. H. Versteeg (enc.)
L. W. Rullen "
Walt Hart
Victor D. Wolfe "
Ed Hardt "

JMT:ag ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 8, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project US-466(-)
Denny Road Interchange

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Mr. Hart's September 5 letter transmitted preliminary plan data on the Denny Road Interchange for our approval. We feel that it would be inappropriate to review these plans at this time until some definite decisions are made by the Highway Division.

The public hearing was held on this project March 20, 1975. The feelings expressed showed a clear majority in favor of delaying construction until after Allen Avenue Interchange is in operation and then possibly scaling down Denny Road to a minimum of a two-lane overpass. It was also indicated at the hearing that Denny Road is shown as a collector on the City's comprehensive plan and the citizens expressed dissatisfaction with any plans to upgrade the road to an arterial in view of its short length and neighborhood environment.

We also have in our files a copy of a memorandum by Mr. Wolfe, approved by Mr. Hunter, that agrees with the testimony of the public hearing to wait on Denny Road until after Allen Avenue is constructed.

In view of all these facts we believe you must make decisions about when Denny Road is to be constructed and how much of a facility will be constructed before we can approve bridge plans.

G. L. Green

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OCT 10 1975
BRIDGE SECTION

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Br. 16113

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

AUG 14 1975

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM B. HALEY
Deputy Director

On June 16, 1975, we mailed to you a transcript of the recording made at the hearing in Beaverton on March 20, 1975, concerning the Denney Road Overcrossing Section of the Beaverton-Tigard Highway in Washington County.

Please include the attached two pages as an addendum to this transcript.

C. W. Head
COMMISSION SERVICES

fkn

Att.

RECEIVED
AUG 14 1975
BRIDGE SECTION

NOTED
L. L. WALLACE

NOTED
W. J. HART

ADDENDUM
MARCH 20, 1975, HEARING TRANSCR

RESOLUTION NO. 1912

A RESOLUTION RELATING TO THE DESIGN OF THE DENNEY ROAD INTERCHANGE.

WHEREAS, the Council has held a public hearing and has considered the testimony, reports, information and recommendations submitted by the City Planning Commission, the City staff, the general public and those persons particularly interested in the matter of the design of the proposed Oregon State Highway Division interchange project at S. W. Denney Road and State Highway No. 217; and

WHEREAS, the Council deems it desirable to advise the State Highway Division of the Council's views concerning the design of the proposed interchange project; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BEAVERTON, OREGON:

Section 1. The City of Beaverton favors the design and construction of a four-lane, diamond-type interchange, with appropriate access roads to the industrial development in the area, at S. W. Denney Road and State Highway No. 217.

Section 2. The City Recorder shall forward a certified copy of this Resolution to the Oregon State Highway Division with a request that it be made part of the official transcript of the Highway Division's hearing on this matter.

Adopted by the Council this 28th day of July, 1975.
Approved by the Mayor this 28th day of July, 1975.

ATTEST:

/s/ Ann M. Bjork
ANN M. BJORK, Recorder Pro Tem

APPROVED:

/s/ David McBride
DAVID McBRIDE, Mayor

STATE OF OREGON,
COUNTY OF WASHINGTON,
CITY OF BEAVERTON. } ss. CERTIFICATION

I, Ann M. Bjork, Recorder Pro Tem for City of Beaverton, [illegible], Oregon, certify that this [illegible] is a true copy of the original and [illegible] of the official records of the City of Beaverton, Oregon.

-36-

Dated this 30th day of July, 1975.

Ann M. Bjork
Recorder, for City of Beaverton

RECEIVED
AUG 14 1975
BRIDGE SECTION

At the July 28, 1975, Council meeting, Councilwoman Ritter read the following statement out loud and asked that it be sent to you and included in the Denney Road Hearing Information:

"Councilwoman Ritter said that she supports the General Plan policy that states that streets and highways should recognize and respect the characteristics of the natural features over which they pass and wherever possible should be designed to minimize adverse effects on these features and that streets and highways should also recognize the land use characteristics of the area through which they pass and should be designed so that they are an asset to the community rather than a disruptive influence. Councilwoman Ritter feels that an 80' four-lane overpass with full refuge lanes goes beyond the intentions of the General Plan and commits the City of Beaverton beyond the point she feels Denney Road was intended. She also stated that a structure of that capacity on Denney Road will reduce the pressure to improve the Hall/Progress Exchange which the General Plan identifies as an arterial and improve Scholls Ferry Road and that interchange. She feels that a two-lane overpass with left turn refuge lanes and diamond interchange at Denney Road would fulfill the intent of the General Plan and be more in keeping with a road that is essentially residential in nature with a school and church located on it.

Br 16134 £96143

Form 81.734.3020

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 6, 1975

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: MEMO TO THE FILE

SUBJECT: DENNEY ROAD-ALLEN AVENUE
CONSTRUCTION SEQUENCE

1 ...Nelson
2 ...A. Olson
3 ...Tapin...
...Cott...
...Swenson...
...R. Olson...
...Trout...
...

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MAY - 7 1975
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On May 5th I attended a meeting in Beaverton City Hall with Larry Sprecher, City Manager; Ron Meinz, Asst. City Engineer; Ken Meng, Washington County Director of Public Works; and Bill Geibel and Jim Cochell of the Highway Division. I had requested the meeting after receiving a letter from Ken Meng dated April 29 in which he expressed his concerns for our plans to construct the Denney Road Interchange before the Allen Avenue Interchange. A copy of this letter is attached to this memo. I felt it would be prudent for the Highway Division, the City of Beaverton, and Washington County to discuss together the relative sequence of the Allen and Denney Road Interchange projects.

I mentioned that the Denney Road project was scheduled prior to Allen Avenue because the environmental investigation was less complex at Denney and could be done more promptly. Mr. Sprecher commented that from a traffic-handling standpoint that it would be preferable to do Allen first, since it is a more heavily traveled street than Denney Road. I also said that if a decision was made to do Allen first, then it would stay on the schedule for fiscal year 1977 and Denney Road would merely be delayed until Allen was completed, thus putting Denney off three or four years.

Mr. Sprecher took the position that if the two jobs were done at about the same time, the projects would be better accepted by the public. In his frame of reference "about the same time" is within a year. He would prefer to stay away from the concept of building Denney and having it completed for a long period of time while Allen is under construction because of the additional traffic that that situation would put onto Denney Road. Ken Meng generally concurred in this position.

I told Mr. Sprecher and Mr. Meng that due to the delay now being experienced for the Denney Road project, due to the Beaverton City Council's request to delay closing the hearing transcript, that it may very well be that the jobs will be contracted within a twelve-month time span. I told them I would do what I could to expedite the Allen Avenue project. By copy of this memo Gary Potter is requested to bring the project along just as rapidly as fits his schedule. This approach was acceptable by both gentlemen. Mr. Meng's concern

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MAY 13 1975
BRIDGE DIVISION

NOTED
J. M. TINDALL

for the work by the Unified Sewerage Agency in the Denney Road area, I believe, will take care of itself. The new sewage treatment plant should be on line by the first of 1976 and sometime thereafter the complete connection between the old plant and the new system should be completed, which should tie in with the beginning of our construction on Denney Road. I don't believe there will be a problem there.

ELH/cr
cc E. S. Hunter w/April 29 letter
J. H. Versteeg "
Gary Potter "
Kenneth Rolfe "
James Cochell "

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MAY 13 1975
BRIDGE DIVISION

WASHINGTON COUNTY
OREGON

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C WILSON JR., Chairman
VIRGINIA DAGG
RICHARD C HEISLER
RAY MILLER
ROD ROTH

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

April 29, 1975

Mr. Ed Hardt, Region I Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

RE RME RCE RE
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TE RSC
SO RBI
ENV LOC

REF: Highway 217-Denny-Allen Interchanges

Dear Mr. Hardt:

I am aware of no disagreement with the fact that grade separated interchanges on Highway 217 at Denny Road and Allen Avenue are needed for the safe, efficient flow of traffic on the facilities mentioned. It is my understanding that funds have been programmed through the Oregon State Highway Division for the construction of both of these facilities. It is further my understanding that the environmental impact statement and right-of-way requirements for the Allen Avenue improvement are more involved than the Denny improvement and, for that reason, the Highway Division plans to construct the Denny Road improvement first.

In evaluating the order and time frame of the two interchanges, we have developed some concerns from the standpoint of the local agencies having jurisdiction for the intersecting roads. Some of these concerns are discussed below.

CITY OF BEAVERTON PLANS — Concern was expressed at the first hearing on the Denny Road interchange proposal and, as a result, I understand the city requested additional time to evaluate its plans and hopefully respond by June 15th. In discussions with the city, I understand that two alternatives are under consideration for the portion of Denny between Hwy 217 and Hall Blvd. One of these calls for the widening and improvement of Denny Road while the second is an improvement on a new alignment connecting Hart Road with the proposed Denny Road interchange. This second alternative would lie southerly from Denny Road and in all probability leave Denny in a local street classification. This segment of Denny Road showed a 1973 ADT of 6,400.

The segment of Denny Road between 217 and Scholls Ferry Road had a 1973 ADT of 3,450 and, while this segment serves as a connector between the two state highways, it is more heavily encumbered by existing residential development. My information is that the city has no immediate plans for a widening of this section. The entire road from Scholls Ferry to Hall is an established county road under county jurisdiction.

While it would be desirabel if city plans for the segment between 217 and Hall were firmed up before the designing of the Denny interchange, it is unlikely that the city could be in this position by June 15th.

ROADSIDE CULTURE — It is evident that the roadside culture on Denny, both east and west of 217 is predominately residential and includes a grade school and church. The roadside culture on Allen, while containing some multi-family residential, is not predominately residential and contains no schools.

PEDESTRIAN FACILITIES Generally speaking Denny Road has a greater demand for pedestrian and bicycle movement than Allen and yet contains less width and fewer facilities to accommodate this demand than does Allen. The County, school district and P.T.A. have expended additional funds for overhead school zone warning signs thus giving recognition to the pedestrian facility deficiencies currently existing on Denny Road.

ANTICIPATED TRAFFIC PATTERNS Although the State Highway Division has made no study, we anticipate that if Denny is constructed first, during the period between the completion of it and the completion of the Allen interchange (possibly two years) some of the traffic bound for Allen Avenue would use the Denny interchange and connecting local streets as a more convenient vehicular route, thus adding to the ADT and hazards on Denny Road. The recent announcement that King Blvd. would be made a through street between Allen and Denny as well as the city's improvement of Lombard are part of the basis for this assumption.

UNIFIED SEWERAGE AGENCY PLANS The Unified Sewerage Agency of Washington County has constructed the Fanno Creek Interceptor Sewer which ultimately will transport all sewage from the Fanno Creek basin to the new U.S.A. plant at Durham. While the Durham plant is scheduled to commence its "shake-down" operation in January of 1976, the Denny Road sewage treatment plant cannot be taken off line until the agency is assured that the new plant is performing satisfactorily. As you know, the Durham plant is a complicated tertiary treatment type and could be sometime in this "de-bugging" phase. At the time the Denny Road plant can be taken off line, four separate trunk lines presently leading to the pump station of said plant located near the proposed industrial access road in the southwest quadrant of the proposed interchange will need to be connected directly to the Fanno Creek Interceptor. This will entail an operation of sizeable excavation and underground work and, could more conveniently be handled before the interchange is constructed. The agency is currently considering future use of the Denny plant site after it is taken off line, but as yet they have come to no definite decisions. Construction of the interchange however, after the Denny Road plant is closed could reduce some of the conflicts between interchange construction and plant use.

ALLEN AVENUE IMPROVEMENT While the City of Beaverton is in the planning stage in the vicinity of Denny Road, our understanding is that said city is prepared to implement an FAU project for improving Allen Avenue from Lombard to 217 this summer. This work should fit in well with the construction of the Allen Avenue interchange.

While we certainly concur with the need to construct both interchanges and, according to our understanding, funds are programmed for both projects and, while we realize there are some time consuming problems relative to the Allen Interchange Project, we feel that in light of the foregoing it would be preferable to schedule the construction of the Allen Interchange ahead of the Denny Interchange.

These comments are for your consideration and while I am sure there are many individuals and groups who have imput into the decision of the construction phasing, we would be glad to discuss the matters set forth herein with you.

Very truly yours,

Ken Meng
Director of Public Works

KM:js
cc: Manager, City of Beaverton
Lucy Sarles, Dist. #48 Safety Committee
County Administrative Officer
Deputy Director of Public Works
Manager, Unified Sewerage Agency

8558

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 5, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Fanno Creek Bridge Widening, Br. 9457A
Denny Road Int., Br. 16143
Fanno Creek Bridges, Brs. 13074 A, B and C
Denny Road Intch. Section
Beaverton-Tigard Highway
Washington County

Enclosed are five prints each of drawings 29436, 29905, 29376, 29428, 29430 and 29429 which are the preliminary plan and elevation and vicinity maps for the subject structures. Also enclosed are five prints of the approved geometric sheet for this interchange and five copies each of the hydraulic report and soils engineer's report for Fanno Creek.

Also enclosed are five prints each of the foundation reports for Denny Road Interchange and Fanno Creek Bridge Widening. The foundation report for Fanno Creek Bridges will be forwarded when complete.

The alignment, roadway width and sidewalk are in accordance with the requirements established for this project. The elevation of Denny Road Interchange structure was established to provide a minimum clearance of 23'-6" over the railroad and 17' over the highway. This controlled the elevations of the other bridges except the frontage road crossings of Fanno Creek. The elevation of these bridges was established to be above high water. The length of the main structure is required to span the railroad and highway with 2:1 slope at each end. The height of the fill and proximity of the toe of slope to the highway shoulder and railroad determined the length of the ramps. The length

of Fanno Creek Bridges is required to span Fanno Creek providing a 20' bottom channel with 2:1 and 1 1/2:1 slopes as shown on Drawing 29905. The Fanno Creek Bridge widening has the same length as the structure being widened.

Precast beams or precast box beams combined with cast-in-place construction was considered for the Denny Road Interchange structure but due to the complexity and unique alignment, cast-in-place box girder construction was determined to be the most feasible type. Box girder construction is also more aesthetically pleasing for this location in a populated area. Architectural treatment of the large slope-sided main column will enhance this focal point of the project. The large voided main column was chosen over the many columns that would be required with conventional columns and cross beams.

Three alternates were studied for the Denny Road and the two Frontage Road crossings of Fanno Creek: twin super span ellipses, a reinforced concrete box culvert, and the proposed three separate bridges. Because of the settlement described in the soils engineer's report, the super spans and the box culvert are not acceptable. An estimated cost of the box culvert would be $466,000 compared to $476,000 for the bridges.

The widening of main line Fanno Creek Bridge will be cast-in-place slabs the same as the original bridge.

The estimated cost of the structures in this interchange, including an allowance for engineering and contingencies, is as follows:

Denny Rd. Intch. No. 16143	$ 2,530,000
Fanno Cr. Brs. Nos. 13074 A, B & C	476,000
Fanno Cr. Br. Widening No. 9457 A	160,000
	$ 3,166,000

During construction Denny Road traffic will be routed on a detour to the north of the existing road and will use the frontage road structure.

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

Walter J. Hart
Bridge Engineer

JMT:dh
Enclosures
cc E. S. Hunter
L. W. Rulien
V. E. Skoog
E. L. Hardt

RECEIVED
STATE HWY ENGR
SEP 8 '75
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | ... | ...

August 14, 1975

The Honorable Mike Ragsdale
14070 S. W. Rochester Drive
Beaverton, Oregon 97005

Dear Mr. Ragsdale:

During the recent legislative session I met with you and several groups of your constituents regarding the proposed interchanges at the Allen Avenue and Denny Road crossings of the Beaverton-Tigard Highway. These groups were primarily interested in the Denny Road Interchange as it would relate to future widening of Denny Road westerly of the interchange.

As you may remember I advised them that the Highway Division was building the overcrossing structure wide enough to accommodate four lanes as the City of Beaverton's transportation plan called for widening of Denny Road to four lanes.

As a result of local citizen groups' opposition to widening Danny Road the City re-examined its transportation plan and held a formal hearing July 21, 1975 on future plans for Denny Road. The hearing resulted in Resolution No. 1912, a copy of which is enclosed.

In our earlier discussions, I had indicated that we would defer the Denny Road project at least until the City could review its position with the interested citizen groups. I also indicated that it would be possible to contract Allen Avenue first even though this would defer Denny Road several years. This, of course, is not desirable from the standpoint of traffic safety as either grade crossing should be eliminated as soon as the plans can be cleared for contract.

I now believe, based on the Beaverton City Council's Affirmative Action, it is in the public's best interest to proceed with Danny Road as early as possible. Allen Avenue can not be ready for contract until late next year and a public hearing is scheduled for November 18, 1975.

By way of further explanation I am enclosing a copy of a recent letter written by Ed Hardt, Region Engineer. This letter very effectively explains our current position. You may wish to obtain additional details regarding the projects and if this is the case I suggest you contact Mr. Hardt, 653-3093, and he will be happy to meet with you at any time.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

ESH:js
Attachments

bc: G. M. Baldwin
F. B. Klaboe
J. H. Versteeg
L. W. Rulien
Walt Hart
V. D. Wolfe
Ed Hardt

8558

144

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Region 1 - Milwaukie

August 13, 1975

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: DENNEY ROAD INTERCHANGE
Beaverton-Tigard Highway

TO: J. H. VERSTEEG
Road Design Engineer

The transcript for the Denney Road Interchange project contains testimony from Mercer Industries, Glasco, Inc., and the Beaverton Planning Commission regarding their concerns for some details of our proposed design. Jim Cochell has contacted these people and attached you will find a copy of Jim's report, which I believe is self-explanatory.

RECEIVED
AUG 14 1975
ROAD DESIGN SECTION

ELH/cr
Attachments
cc Jim Cochell

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Sylvan

8/8/75

SUBJECT: Denny Road Interchange
Beaverton-Tigard Hwy.

To: E.L. Hardt
Region Engineer
Milwaukie

A meeting was held with Mercer Industries and Glasco, Inc. regarding the frontage road on the southerly side of Denny Road. Their concern was with the turning radii to accomodate to truck traffic. The enclosed sketch indicates that all the radii will be a minimum of 55 ft. on the inside edge. This met with their approval and there shouldn't be any further problems.

I also contacted the City of Beaverton Planning Commission and explained the problems of accessing PGE under the end of the structure. They have no further objections to the design as it is now proposed.

J.W. Cochell

J.W. Cochell
Resident Engineer

encl

OE RE RME RCE RAE
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UE AUG 11 1975 RSC
SO REGION 1 RBI
ENV LOC

Obliterate Old Roadway

Obliterate Old Roadway

S.3°57'W.

250

250

20

25

75

60

"DR" 19+23.83 P.O.T.

RR 78+94.5 P.O.T.

N-463,56
E-1,413,76

"RR" 78+99.06 Spur

"DR" 18+84.64 P.O.T.

Top E.L. 194.8
C.B. F.L. 191.2

Top 195.8
C.B. F.L. 191.8

Top 195.8
C.B. F.L. 191.8

P.G.E.
Bk. 722 P. 640

P.G.E.
Denny
Sub. Sta

Const. Ease.

Grave

Gravel D/W

W.M.

6" W. Main

F.H.

Conc. Water Vault

100'

Gen. Tel. M.H.

+CO

Spur

Spur Track

Storage
Shed
301

F.L. 189.2

"L" 251+35.16 P.T.

Const. Ease.

Bikeway

Denny Road

110

P.P. 110'

55' R.

60" San. Sewer Main

125

125

+50

+50

Proposed R/W

Proposed R/W

Proposed +50

Inc.
534.5

4 253+34.40 P.O.T. = "DR" 19+83.85
8 253+41.27 P.O.T.

Thomas H. Denny D.L.C. No. 47

South Line

S 63°01' E

FANNO

Construction Easement for Channel Change

Pumping Station

T.L. 200
Multnomah Co.
Bk. 410 P. 105

Fanno Creek
Treatment Plant

Ore. Manf. Inc.
723-475

Propco Inc.
Bk. 858 P. 694

"DR" 10+20 =
"FR" 10+20

Denny Rd.

R/W Line

Proposed R/W

Const. Ease.

55' R.

55' R.

2005

2008

Temp. Const. (Detour)
Final Const.

P.G.E.
Bk. 722 P. 640

P.G.E. Denny Sub. Sta

Const. Easement

Gravel D/W

"DR" 18+84.64 P.O.T.

Storage Shed 301

Spur Track

Gravel D/W

6" W. Main

F.H.

Conc. Water Vault

+CO

Gen. Tel. M.H.

"L" 251+35.16 P.T.

Const. Easement

Bikeway

Denny Road

110

1 P. 110'

55' R.

60" Sewer Main

Proposed R/W

Denny D.L.C. No. 47

Gravel

PROPOSED R/W

+50

FANNO

Construction Easement for Channel Change

Pumping Station

T.L. 200
Multnomah Co.
Bk. 410 P. 105

Fanno Creek
Treatment Plant

Inc.
534,5

"DR" 19+83.85

"DR" 253+34.40 P.O.T.
"FR" 253+41.27 P.O.T.

Ore. Manf. Inc.
723 - 475

Propco Inc.
Bk. 858 P. 694

"DR" 10+20 =
"FR" 10+20

2005

2008

Temp. Const. (Detour)

Final Const.

Shoulders 4' Pave.

Bikeway

S.W. 111th Ave.

South Line Thomas H. Denny Rd.

S 89°00'11" E

4 Gas Main

18" Water Main

Proposed R/W

55' R.

R/W Line

A.C. Dike

Exist. Curb

P.P. C.M.H. Gas Tel.

W.M. 123

House

Fire Hydrant

Amos C. & Alice R. Spriggs

144

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 8, 1975

FROM: Donald N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Denney Road Interchange
Beaverton-Tigard Highway
Washington County

TO: J. H. Versteeg
Road Design Engineer

Our first impression is we wholeheartedly agree with Mr. Hardt that we should get on with the Denny Road Interchange as planned with four lanes and a diamond configuration.

Our second thought was maybe we don't want to have two projects going on at once because of traffic control. Upon a closer look we have decided that as long as one interchange is being built and traffic is being detoured and reduced in speed, we might just as well do the second project and get it over with. Once traffic has reduced speed for one conflict it should be easier to hold them in this condition due to the close proximity of the two areas.

DNS:jh

cc: E. S. Hunter
E. L. Hardt

Money Available
Traffic can be handled
No R/W problem
Physically possible
Political ?

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 12 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
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Other

FORM 81-734-3036

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 1, 1975

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: DENNEY ROAD INTERCHANGE
BEAVERTON-TIGARD HIGHWAY
WASHINGTON COUNTY

TO: E. S. HUNTER
Deputy State Highway Engineer

Our hearing for the Denney Road Interchange project held in March of this year caused considerable stir in Beaverton because it brought to the attention of the local residents the question of the future of Denney Road; that is, would it remain a two-lane or would it be, someday, upgraded to a four-lane facility. Denney Road is shown on the Beaverton General Plan as a 44-foot roadway section, which section has a capability of four 11-foot travel lanes. Our proposal for a four-lane overpass structure was predicated on the potential for Denney Road being, someday, four lanes.

Subsequent to our hearing the City Council requested that we keep our transcript open an extended period of time so that they could reevaluate their position regarding the future of Denney Road. As a result we kept the transcript open until June 15 and also told the Council that we would not finalize our design until we had heard from them. Since the time of our hearing the City Council has taken up the question of the future of Denney Road several times, culminating in their formal hearing held on July 21 from 9:30 PM until 12:12 AM. This hearing resulted in Resolution No. 1912 (attached), approved four to one by the Beaverton Council. Section 1 of the resolution states: "The City of Beaverton favors the design and construction of a four-lane, diamond-type interchange, with appropriate access roads to the industrial development in the area, at SW Denney Road and State Highway No. 217."

Under date of July 15 the Location Study Report prepared by Mr. Wolfe's office recommended that the Highway Division proceed with the Allen Avenue project and hold Denney Road pending functioning of the Allen Avenue Interchange leading to a reevaluation of the Denney Road project. This recommendation carries your approval dated July 16. I have attached a copy of this report for your reference. I think, based on the Beaverton City Council's affirmative action on our original proposal for Denney Road, a decision to hold in abeyance the Denney Road project should be reevaluated. I base this on the following:

(1) The Highway Division's goal is to eliminate the grade crossing and stop lights at Denney Road by building some kind of a grade separation structure. The question then boils down to whether it should be merely an overpass or an interchange, and whether the structure should be designed to accommodate two lanes or four lanes of Denney Road traffic.

(2) My evaluation of the testimony which we have received both at our hearing and subsequent thereto is that the preponderance of people see the need for the grade separation and that they also are in favor of an interchange. The controversy has been with respect to the future widening of Denney Road, especially easterly of Highway 217 where a number of large trees would be threatened by such a widening.

(3) The Beaverton General Plan calls for a roadway cross section for Denney Road that would accommodate four travel lanes (44 feet). The Beaverton City Council has affirmed that this is their plan for the future and have requested that we proceed with construction of a four-lane interchange project. Actually, the question of a two-lane structure or a four-lane structure to us is almost academic as the total difference in structure width is only eight feet (72 feet versus 80 feet).

(4) Our traffic projections indicate that we need an interchange at Denney Road and an interchange at Allen Avenue. Admittedly, due to the proximity of the two interchanges, operating conditions will not be ideal, but the two-interchange solution seems to be the best one available to us for handling the overall traffic in the area.

(5) If we defer the Denney Road project until after Allen is built, I can foresee the following schedule:

--- one year to acquire right-of-way and prepare plans for Allen Avenue.

--- one and a half years to build Allen Avenue.

--- one-half year to let traffic patterns stabilize and to evaluate that effect on Denney Road traffic. By this time three years will have elapsed from the original Denney Road hearing and we will have to have a new environmental impact study and a new hearing, thus starting the whole process over again.

--- one and a half years to prepare an EIS, hold a hearing, prepare plans and award a contract.

--- one and a half years to build Denney Road.

> This then indicates, conservatively, that it would be at least six years before we could complete the Denney Road project and eliminate the traffic signal and the grade crossing which is, after all, our goal to start with.

I think that the six-year delay is too long to wait to eliminate the traffic hazard and I believe, based on the above points, that all the questions have been answered and that we should proceed with the Denney Road project either concurrently with Allen Avenue or shortly thereafter. Your consideration of this approach is requested.

ELH/cr
Attachments
cc Victor D. Wolfe w/attachments
Hal Versteeg "
Gary Potter "

Certified

RESOLUTION NO. 1912

A RESOLUTION RELATING TO THE DESIGN OF THE DENNEY ROAD INTERCHANGE.

WHEREAS, the Council has held a public hearing and has considered the testimony, reports, information and recommendations submitted by the City Planning Commission, the City staff, the general public and those persons particularly interested in the matter of the design of the proposed Oregon State Highway Division interchange project at S. W. Denney Road and State Highway No. 217; and

WHEREAS, the Council deems it desirable to advise the State Highway Division of the Council's views concerning the design of the proposed interchange project; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BEAVERTON, OREGON:

Section 1. The City of Beaverton favors the design and construction of a four-lane, diamond-type interchange, with appropriate access roads to the industrial development in the area, at S. W. Denney Road and State Highway No. 217.

Section 2. The City Recorder shall forward a certified copy of this Resolution to the Oregon State Highway Division with a request that it be made part of the official transcript of the Highway Division's hearing on this matter.

Adopted by the Council this 28th day of July, 1975.
Approved by the Mayor this 28th day of July, 1975.

ATTEST:

/s/ Ann M. Bjork
ANN M. BJORK, Recorder Pro Tem

APPROVED:

/s/ David McBride
DAVID McBRIDE, Mayor

STATE OF OREGON,
COUNTY OF WASHINGTON,
CITY OF BEAVERTON. } ss. CERTIFICATION

I, Ann M Bjork, Recorder Pro Tem for City of Beaverton, [illegible] County, Oregon, certify that this [illegible] is a true copy of the original and part of the official records of the City of Beaverton, Oregon.

Dated this 30th day of July, 1975

Ann M Bjork
Recorder for City of Beaverton, Oregon

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 15, 1975

FROM: Victor D. Wolfe
Location Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Location Study Report
Denny Road Interchange
Beaverton-Tigard Hwy.
Washington County

We have reviewed the Design Public Hearing transcript for the subject project, which was held on March 20, 1975, at 7:30 p.m. in the McKay School, Beaverton, Oregon.

Of those individuals expressing their views, both at the hearing and through letters, five percent opposed the project, 11 percent favored the project as presented, 20 percent thought the Denny Road portion of the project should be two-lane instead of four-lane, and 64 percent, while not opposing the project altogether, requested that the Allen Ave. Interchange be completed first and then re-analyze the traffic needs for the Denny Road area.

We, therefore, recommend that the Highway Division proceed with the Allen Avenue Interchange project and hold the Denny Road Interchange plans in abeyance. When the Allen Avenue Interchange is functioning, the traffic needs for Denny Road can be evaluated and a design can be submitted for approval that would serve the area.

If you concur with this recommendation, please send a copy of this letter and one set each of the attached information to Ed Hardt and Larry Rulien for their records.

DB:cc

Enclosures

approved by
E. S. Hunter
7-16-75

RE RME RCE FAE
TE RECEIVED RSM
UE JUL 17 1975 RSC
SO REGION 1 RBI
ENV LOC

8558

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 Phone 653-3090

June 26, 1975

ROBERT W. STRAUB
GOVERNOR

P. S. KLABOE
Administrator and
State Highway Engineer

Mr. Laurence R. Sprecher
City Manager
City of Beaverton
4950 SW Hall Blvd.
Beaverton, OR 97005

NOTE:
E. S. HUNTER

DENNEY ROAD INTERCHANGE
BEAVERTON-TIGARD HIGHWAY

Dear Mr. Sprecher:

Your May 22nd letter posed a series of questions regarding the design of the Denney Road Interchange. Listed below are these questions with our answers following.

1) Q. What is the proposed roadway width on the grade separation structure at Denney, and what are the widths of the driving and left-turn lanes? I would also like to know the difference in design that would occur if the roads feeding into the structures had two rather than four traffic lanes.

A. The proposed structure width for four lanes plus two left-turn lanes is 80 feet. This provides 12-foot lanes, a four-foot median, and a two-foot offset to the curbs.

A two-lane structure with double left-turn refuges would be 72 feet wide. This provides 16-foot lanes, six-foot shoulders, 12-foot left-turn lanes, and a four-foot median.

On a four-lane facility we can get away without shoulders because any breakdown will only block one lane. On a two-lane facility shoulders are necessary for emergency passing. The double left-turn lane is necessary on either plan because of the close proximity of the ramp terminals.

2) Q. If the City requested a year's delay in a decision regarding the interchanges, what would be the risk in losing funding for the projects?

RECEIVED
JUN 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A. A year's delay would probably mean that we would lose the present funds set up but could reschedule at a later date for like funds if available.

3) Q. What number of trips per day would necessitate the building of a four-lane rather than a two-lane interchange?

A. Denney Road, with its present roadside culture, can handle about 8,000 ADT at a C/D service level. If the culture changes, that is if commercialization is increased or if stop lights are installed, the carrying capacity of the road will be reduced.

4) Q. Mr. Pothast's group has suggested the possibility of frontier roads on each side of the expressway rather than an interchange at Denney. Would you comment on that proposal.

A. Frontage roads on each side of the expressway rather than an interchange at Denney would cause the following traffic impacts:

a. Increase traffic volumes at Allen Avenue Interchange
   (1) intensify weaving conflicts on the expressway north of Allen Avenue.
   (2) require additional capacity at Allen Interchange to accommodate higher traffic demands.

b. Divert traffic via Hall Blvd. and Scholls Ferry Road for trips destined to and from the south. Some of these trips would route via local streets.
   (1) compound an already adverse level of service at the Progress Interchange area (Hall Blvd. and Scholls Ferry Intersection).

c. Decrease traffic volumes on Denney due to the deletion of a direct access to the expressway.

5) Q. Would you indicate what your design engineers believe will be the effect of the proximity of the two interchanges on lane change and merging problems.

A. Weave distance calculations between Denney and Allen indicate a minimum of 1,000 feet required. This minimum distance is provided in the design alternatives. Also, auxiliary lanes on the expressway are provided to facilitate merging and diverging movements between the interchanges.

6) Q. What are the potential advantages and problems involved if only an overpass were constructed at Denney at this time and it were later converted to a full interchange?

A. The traffic impacts described in Item 4 would generally take place. Local streets will experience increased traffic loads, assuming frontage roads are not constructed between Denney and Allen. Also, the interchange will undoubtedly cost more in the future. The only advantage would be the removal of the hazard of the at-grade intersection.

A copy of May, 1975 counts obtained at Denney and Allen are attached. If only an overpass were constructed at Denney, a major portion of 3,400 two-way trips, destined to and from the north, would desire to divert to the Allen Interchange. At Allen Avenue, 9,000 two-way trips are presently destined to and from the north. Therefore, the northbound on-ramp and southbound off-ramp at Allen would tend to increase from 4,500 to approximately 6,000 on each ramp.

The traffic to and from the south at Denney is approximately 1,800 (two-way). This traffic would divert via local streets; Hall Blvd. and Scholls Ferry Road to the Progress Interchange area.

You also asked about the consideration of a partial cloverleaf rather than a diamond interchange at Allen Avenue. We have a design showing loop ramps in the southeast quadrant and this will appear as an alternative in the Allen Avenue environmental impact statement and hearing. Your letter mentioned the desire of the Industrial Park users for a loop ramp, however, their desire is for one located in the northwest quadrant of the Allen Avenue Interchange. Due to the presence of the railroad tracks, it would be prohibitively expensive to build such a loop ramp and we are not considering one in that location.

I hope these answers will be of some use to you and the City Council. Also, as an aid in your deliberations, I have enclosed a half dozen copies of the final transcript of the hearing which we held for the Denney Road Interchange project.

I plan to be at your Denney Road hearing on July 21. In the meantime, if you have any other questions which you think I could help you with, please let me know.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

Attachments
cc Joe Jackson w/attachments
ELH/cr
bc E. S. Hunter
Hal Versteeg
Gary Potter
Jim Cochell

8558

144

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 10, 1975

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Denny Road Int.
Beaverton-Tigard Highway
Washington County

TO: MEMO TO THE FILES

Attached is a preliminary resume of the public hearing held March 20, 1975 on the subject project. The City of Beaverton has requested this be held open until June 15 so they can consider the ramifications of the project on the future of Denny Road.

DNS:we
cc: Victor D. Wolfe w/resume

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN 11 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
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Bring Up
Other

Resume of Denny Road Interchange
Hearing

Beaverton-Tigard Highway
Washington County

1. City of Beaverton, Southern Pacific Railroad and two businesses approve the plan. City wants minor additions, railroad wants room for another rail, and businesses want better access.

2. One person suggested "no build".

3. Twenty-nine persons said build Allen first and no four lane of Denny. Five persons added do not four lane Denny.

4. One person worried about natural vegetation on Fanno Creek.

5. Three persons said two lanes on Denny road and questioned need of two interchanges.

6. One person wants refuge on existing Denny as stop-gap measure.

8558

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
June 10, 1975

FILE

RECEIVED
JUN 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Denny Road Interchange
Beaverton-Tigard Highway
Washington County

TO: E. L. Hardt
Region I Engineer

NOTED
E. S. HUNTER

As requested we have prepared the following answers to the City of Beaverton's questions on the subject interchange.

1. The proposed structure width for four lanes plus two left turn lanes is 80 feet. This provides 12 foot lanes, a four foot median, and a two foot offset to the curbs.

   A two lane structure with double left turn refuges would be 72 feet wide. This provides 16 foot lanes, six foot shoulders, 12 foot left turn lanes and a four foot median.

   On a four lane facility we can get away without shoulders because any breakdown will only block one lane. On a two lane facility shoulders are necessary for emergency passing. The double left turn lane is necessary on either plan because of the close proximity of the ramp terminals.

2. A year's delay would probably mean that we would lose the present funds set up but could reschedule at a later date for like funds if available.

3. Two lanes on Denny Road can handle about 8,000 ADT.

4. Frontage roads on each side of the expressway rather than an interchange at Denny would cause the following traffic impacts:

   A. Increase traffic volumes at Allen Avenue Interchange

      (1) intensify weaving conflicts on the expressway north of Allen Avenue;

      (2) require additional capacity at Allen Interchange to accommodate higher traffic demands.

   B. Divert traffic via Hall Boulevard and Scholls Ferry Road for trips destined to and from the south. Some of these trips would route via local streets.

      (1) compound an already adverse level of service at the Progress Interchange area (Hall Boulevard and Scholls Ferry Intersection).

   C. Decrease traffic volumes on Denny due to the deletion of a direct access to the expressway.

5. Weave distance calculations between Denny and Allen indicate a minimum of 1,000 feet required. This minimum distance is provided in the design alternatives. Also, auxiliary lanes on the expressway are provided to facilitate merging and diverging movements between the interchanges.

6. The traffic impacts described in Item 4 would generally take place. Local streets will experience increased traffic loads, assuming frontage roads are not constructed between Denny and Allen. Also, the interchange will undoubtedly cost more in the future. The only advantage would be the removal of the hazard of the at-grade intersection.

A copy of May, 1975 counts obtained at Denny and Allen are attached. If only an overpass were constructed at Denny, a major portion of 3,400 two-way trips, destined to and from the north, would desire to divert to the Allen Interchange. At Allen Avenue, 9,000 two-way trips are presently destined to and from the north. Therefore, the northbound on-ramp and southbound off-ramp at Allen would tend to increase from 4,500 to approximately 6,000 on each ramp.

The traffic to and from the south at Denny is approximately 1,800 (two-way). This traffic would divert via local streets; Hall Boulevard and Scholls Ferry Road to the Progress Interchange area.

The foregoing traffic impacts were based on the May, 1975 counts at Allen and Denny. Projected traffic impacts will be analyzed from forecasts being developed for the P-VMATS "Interim Transportation Plan". Initial traffic assignments are expected in early July. Analysis of projected traffic, for various design alternatives, will be included in the Environmental Impact Statement.

We have loop ramps designed at both Allen and Denny. The EIS will include this as an alternate. As previously studied it appears for the minimum wearing distance between the two interchanges it is necessary to either use two loop plans together or two diamond plans together. In other words the weaves will be shortened if one were to use a loop at Allen and a diamond at Denny.

DNS:we
cc: E. S. Hunter
G. A. Potter
John Hanks

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 29, 1975

FILE: LOC 17

FROM: EDWARD L. HARDT
Regional Engineer

TO: J. H. VERSTEEG
Road Design Engineer

SUBJECT: DENNEY ROAD INTERCHANGE
Questions from the
City of Beaverton

As a result of our Design Hearing for the Denney Road Interchange held recently many questions regarding the future of Denney Road and the effect of the interchange on that future have been raised with the residents and City Council of the City of Beaverton. As a result we have deferred the Denney Road Interchange project until the City can perfect its Transportation Plan and have advanced the Allen Avenue Interchange to be contracted. The City of Beaverton is presently in the throes of evaluating its Transportation Plan and as a result have advanced a series of questions to us regarding the Denney Road design.

Attached is a copy of the City Manager's letter of May 22 which lists these questions. Question No. 2 was posed while the Denney and Allen Avenue Interchanges were thought of as one project by the City and so the word "interchanges" should be changed to read Denney Road Interchange and the final word "projects" should be changed to read project.

I would appreciate it if you would have answers to these questions worked up for presentation back to the City of Beaverton.

ELH/b
att
cc: E. S. Hunter w/att
Gary Potter w/att

1 Versteeg ✓
2 A. Olson
3 Tempin
Scott
Stevenson
E. Olson
Trout

RECEIVED
MAY 30 1975
ROAD DESIGN SECTION

Request Reply ☐
Request for Approval ☐
Request for Map
Date of File
Return To
Bring Up
Other

CITY OF BEAVERTON

4950 S. W. HALL BLVD. BEAVERTON, OREGON 97005

TELEPHONE 644-2191

May 22, 1975

Edward L. Hardt
Regional Engineer
Department of Transportation
State Highway Department
Salem, Oregon 97310

Dear Ed:

Received the word concerning the Denney Road Interchange and am greatful for your consideration. I believe that will make both projects go a lot smoother and will allay some of the fears of the neighborhoods along Denney. There are a number of questions that have come up fairly regularly in discussions with Council which I would like to have answers to if they can be developed at this time. I think this information would also help clear the air.

1) What is the proposed roadway width on the grade separation structure at Denney, and what are the widths of the driving and left-turn lanes? I would also like to know the difference in design that would occur if the roads feeding into the structures had two rather than four traffic lanes.

2) If the City requested a year's delay in a decision regarding the interchanges, what would be the risk in losing funding for the projects?

3) What number of trips per day would necessitate the building of a four-lane rather than a two-lane interchange?

4) Mr. Pothast's group has suggested the possibility of frontier roads on each side of the expressway rather than an interchange at Denney. Would you comment on that proposal.

5) Would you indicate what your design engineers believe will be the effect of the proximity of the two interchanges on lane change and merging problems.

6) What are the potential advantages and problems involved if only an overpass were constructed at Denney at this time and it were later converted to a full interchange?

As you are aware, we've also received a number of inquiries from users in the Industrial Park concerning the possibility of at least a partial cloverleaf rather than a diamond interchange at Allen. Has your staff proceeded any further with that possibility?

will be incl. in EIS as a separate item

I realize that some of these questions are difficult to answer at this time, but the more of them that we can get full or partial answers to, I think the easier it will be for the Council to deal with the concerns raised about these projects, particularly the one on Denney.

Sincerely,

Laurence R. Sprecher

Laurence R. Sprecher
City Manager

LRS:smm

144

8558

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 27, 1975

FILE: BR 9457A

FROM: John R. Marks
Assistant Foundation Engineer

TO: Mr. Walter J. Hart
Bridge Engineer

SUBJECT:

Foundation Recommendation
Fanno Creek Widening
Denny Road Interchange Section
Beaverton-Tigard Highway
Washington County

Location

This widening is planned for a three-slab span structure over Fanno Creek at MP 2.85 of the Beaverton-Tigard Highway in Washington County in the SE 1/4 of the NE 1/4 of Section 22, T 1 S, R 1 W, W.M.

Foundation Material

Two test holes were drilled at this site prior to the construction of the existing structure, one within five feet of Bent 1 and the other within 10 feet of Bent 4. The borings indicate that there is from eight to 15 feet of light brown silt loam top soil overlying a mottled brown and gray, slightly plastic, medium to very hard material which varies from a silty clay to silt loam. The two test holes show quite similar soil conditions except the test hole near Bent 1 indicates scattered gravels between elevations 157 and 177. The test holes represent the material between elevation 187 and 83.

Existing Structure

The existing structure is comprised of three reinforced concrete slab spans supported on 16-inch octagonal prestressed concrete piles numbering 20 each at interior Bents 2 and 3 and 10 each at exterior Bents 1 and 4 driven to 50 tons bearing per pile. The piling at Bents 2 and 3 also serve as columns. The average, high, and low pile tip elevations, as recorded in the pile driving records for the existing bridge, are as follows:

Bent No.	Average Tip Elev.	High Tip Elev.	Low Tip Elev.
1	137.2	138.73	135.79
2	134.1	140.83	130.08
3	134.2	138.77	132.36
4	143.1	149.41	139.80

Foundation Recommendation

Sixteen-inch octagonal prestressed concrete piles driven to 50 ton bearing each are recommended for support of this widening structure with the option of utilizing 14-inch octagonal or 12-inch square prestressed concrete piles driven to the same bearing at the end bents. The following elevations can be anticipated and lengths specified:

Bent No.	C.O. Elev.	Average Tip Elev.	Driven Length	Allowance	Order Length
1 Lt.	199	139	60	4	64
1 Rt.	190	140	50	4	54
2 Lt.	199	135	64	4	68
2 Rt.	190	134	56	4	60
3 Lt.	199	135	64	4	68
3 Rt.	190	136	54	4	58
4 Lt.	199	143	56	4	60
4 Rt.	190	142	48	4	52

For reasons of continuity and the anticipated possibility of long-term settlement of spread footings found in the silty clay stratum, no other support system is recommended.

JRM:ag:dh

cc R. W. Ellison
L. L. Wallace
A. C. Harwood
C. G. Swenson

[There may be a significant revision to the plan at Denny Rd. If the interchange legs are eliminated, the widening of Fanno Cr. will not be necessary.]
Walter J. Hart 5-22-75

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 28 1975
ROAD DESIGN SECTION

Response Reply
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8558

2

Robert W. Straub
XXXXXXXXXX

May 21, 1975

Mr. and Mrs. Donald Germain
6920 S. W. Oakwood Drive
Beaverton, Oregon 97005

Dear Mr. and Mrs. Germain:

We have your May 3, 1975 letter asking a number of questions regarding the Highway Division's proposed interchange of Denney Road and Highway 217. Your questions are listed below, together with our responses.

1. "Who are the individuals petitioning to widen Denney Road to 4 lanes?"

   It is the Highway Division's practice when designing road improvements that will affect the local jurisdiction, either county or city, to coordinate its plans with the local governing body. In this case, during the preliminary design work for the Denney Road Interchange, the City of Beaverton was asked for a commitment for their future plans (if any) for Denney Road. The answer was that the City General Plan, which has been adopted by the Council, calls for 44 feet of paved roadway for Denney Road. Since this width has the potential for four travel lanes, the Highway Division's design for the overcrossing structure was laid out accordingly. We know of no individuals that have petitioned to widen Denney Road to four lanes. The Highway Division's proposed four-lane structure is based on the commitment just outlined from the City of Beaverton regarding the future pavement width of Denney Road. Incidentally, the Highway Division's 1992 traffic projections for Denney Road indicate that providing for a possible four-lane section as the City has done is prudent.

4. "Have the hazards of making left turns from Oakwood Drive or Rollingwood Drive, if Denney were four lanes, been considered?"

   The City of Beaverton is presently taking traffic counts on Denney Road and some of the local feeder streets. The design of any improvements to Denney Road, which are the responsibility of the City of Beaverton, will take into account these traffic volumes to be handled. You should bear in mind that the future improvements of Denney Road, although presently a county road, are being handled by the City Engineer's office in the city of Beaverton and questions regarding the future of Denney Road should more properly be referred to that office.

5. "Could pedestrians safely walk on Denney from the overpass to Scholls Ferry Road?"

   Beaverton's General Plan for the improvement of Denney Road, as mentioned above, calls for 44 feet of paved roadway. In addition, it also specifies a 4-foot sidewalk on one side of the road and a 7-foot combined walkway/bicycle path on the other. This would provide a safe walkway for pedestrians on Denney Road.

We appreciate your concerns for the future of Denney Road and how any proposed improvements might affect the people that live nearby. I am sure you will be interested to learn that based on concerns expressed both at the Denney Road Interchange hearing and subsequent thereto the Highway Division's schedule has been changed to provide for construction of the Allen Avenue Interchange before the Denney Road project. We hope to bring the Allen Avenue project to contract by May or June of 1976. If you have further questions, please feel free to contact us.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ELH:cr js .
bc: F. B. Klaboe
A. E. Johnson
E. L. Hardt

2. "By whom was the proposal originated and brought to the attention of the Highway Division?"

We assume that "proposal" refers to the Highway Division's interchange project for Denney Road. When plans were completed and right of way purchased for the Beaverton-Tigard Highway in the middle 1960's there were to be interchanges at all major road intersections, including Allen Avenue and Denney Road. Availability of funds precluded construction of four of these interchanges in the initial construction of the highway. Since then Walker Road and Greenburg Road Interchanges have been added. Only Allen Avenue and Denney Road signalized intersections remain on the 7-1/2 mile section from the Sunset Highway to Interstate 5. This makes these isolated intersections particularly bad since they are unexpected after traveling the freeway for some distance on each side. The proposal for an interchange at Denney Road was originated by the Highway Division.

3. "Have any of the persons or groups listed below advocated making Denney Road four lanes?"

Beaverton City Council - Washington County Commissioners

Highway Construction Contractors

Cement Manufacturers - Structural Steel Manufacturers

Individual State Legislators - Labor Unions"

As mentioned in the response to question #1, the Beaverton City Council, by their adoption of the City General Plan, have gone on record for a 44-foot paved roadway for a future Denney Road, which gives the capability of four travel lanes when the traffic conditions warrant. To our knowledge none of the other groups you mentioned have taken a position regarding the question.

DONALD GERMAIN
6920 S.W. OAKWOOD DRIVE
BEAVERTON, OREGON 97005

5.3.75

Mr. E.S. Hunter
State Highway Division
Salem, Oregon

Subject: Proposed overpass Denny Road and Highway 217

Dear Mr. Hunter:

On two aspects of the proposition, these are our preferences:

1. Allen Ave. overpass be constructed first.
2. Denny Road overpass be limited to two automobile lanes plus a bicycle-walkway path.

As human beings, not as units of motor vehicle transportation (and we are not being facetious), your response to the following questions are of vital importance to us.

1. Who are the individuals petitioning to widen Denny Road to 4 lanes?
2. By whom was the proposal originated and brought to the attention of the Highway Division?
3. Have any of the Persons or Groups listed below advocated making Denny Road 4 lanes?

   Beaverton City Council -- Washington County Commissioners
   Highway Construction Contractors
   Cement Manufacturers -- Structual Steel Manufacturers
   Individual State Legislators -- Labor Unions
4. Have the hazards of making left turns from Oakwood Drive or Rollingwood Drive, if Denny were 4 lanes, been considered ?
5. Could pedestrians safely walk on Denny from the overpass to Scholls Ferry Road?

Sincerely yours

Donald & Mary Germain

RECEIVED
MAY 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Ed Hardt

RECEIVED
MAY 13 1975
REGION 1
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DE
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Valley Times 5-8-75

Options may be open on Allen — Denney overpass issue say Sprecher and Pothast

Possibility that the Allen Boulevard overpass on Highway 217 may still be constructed before the Denney Road overpass was voiced at Monday night's Beaverton City Council meeting.

Kent Pothast, 6770 SW Rollingwood Drive, who opposes widening of Denney Road for the overpass construction, said he conferred with E. S. Hunter, assistant state highway engineer, and came away with the impression that priorities are still open.

City Manager Larry Sprecher confirmed that his discussions with state highway engineers left him with the same conclusion.

Pothast said he was advised that right-of-way acquisition, previously cited as a reason for putting Denney ahead of Allen, no longer is a problem although plans and designs are further along for the Denney overpass.

Sprecher said he believes priorities on construction will not affect acquisition of federal money for the projects, that financing is available. He sees the possibility that the two overpasses may be handled as one contract.

Pothast states that widening of Denney will result in more traffic through the neighborhood with attendant increase in noise and hazard.

Mrs. Jack Stanhope, 6990 SW Rollingwood Dirve, representing the Denney Road Neighborhood Association, said 312 citizens, with more to come, have signed petitions opposing construction of a diamond interchange and widening of Denney.

Petitioners believe the interchange would be dangerous, that a widened Denney would attract heavy traffic, that Allen and Hall will adequately serve South Beaverton, that a decrease in property values would result.

Petitioners seek a change in the city's general plan to give Denney Road neighborhood classification. Councilwoman Renee Fellman reminded that the general plan will be evaluated during the coming year.

Bob Post, Tri-Met planner, told the council that one end of Route 58, Beaverton Local, which drew citizen opposition along Menlo and SW Sixth, will be changed effective June 16, to provide better service between the Allen Boulevard residential area and Tektronix.

Post said the route after June 16 will no longer run along SW Sixth and Menlo but will proceed from the intersection at Allen and Murray directly to Tektronix, returning to the downtown Beaverton Park and Ride Station via Karl Braun Drive and Hocken Street.

Post said the northern loop along Murray and Walker will be eliminated. The route will serve at 30 minute intervals.

Marion Benson, chairman of the communications sub-committee of the human relations committee, explained recommendations of a 27-page report by her group.

Hiring of a communications coordinator to administer the city's public relations and communications affairs was recommended. Sprecher said he will recommend filling such a position.

Ed Crawford, 10365 SW Cynthia, recommended that the city look into setting of noise and pollution standards.

The council received a letter from the Mt. Vernon Village Homeowner's Association stating that noise levels on adjacent SW Allen exceed certain federal and state noise standards.

The council approved a city manager recommendation to retain the population center at Portland State University to conduct a special census of the city before the end of this year.

Sprecher reported that estimates indicate the city is being short-changed by a minimum of 462 on its population. The city's finance department estimates that this represents a permanent loss to the city of approximately $11,500 per year in terms of present state payments alone.

Bill DeWitt, water superintendent, was presented a certificate by the city manager, honoring him for 17 years of service to Beaverton.

8558

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

May 14, 1975

NOTED
F. B. KLABOE

NOTED
E. S. HUNTER
Le Klaboe for information.

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Laurence Sprecher
City Manager
4950 SW Hall Blvd.
Beaverton, OR 97005

DENNEY ROAD INTERCHANGE

Dear Sir:

Due to the concerns for the timing of the construction of the Denney Road and Allen Avenue Interchange projects, which have become evident subsequent to the Denney Road hearing, the Highway Division has altered its construction program to provide for the construction of the Allen Avenue Interchange before the Denney Road project. We hope to have the Allen Avenue project under contract by May or June of 1976. This project will be preceded by a public hearing after the draft environmental impact statement is released.

At the present time we are holding the transcript record for the Denney Road hearing open until June 15 to allow the City of Beaverton to re-assess its plans for the future of Denney Road. As of that date we will close the record for the hearing and will publish and circulate the transcript. Recognizing that the City of Beaverton may not have finalized all of its transportation plans which would have a bearing on the future of Denney Road by June 15, we will not finalize our design until such time as the City's plans are definite. An informal discussion with City Engineer Joe Jackson indicated that a suitable target date for final resolution of this question would be October 15. Therefore, we are prepared to hold the final Denney Road design in abeyance until that date. We will expect to have a definite resolution of the question of future Denney Road improvements from the City of Beaverton by October 15.

If you have any problems with the above schedule, or have any questions, please advise.

RECEIVED
STATE HWY ENGR
MAY 16 '75
REFER TO
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Info | Inves | R/D | D/R | Sign | Act | File
Form 81-734-3122

ELH/cr
bc E. S. Hunter
Cecil Head
J. H. Versteeg
J. B. Boyd
Gary Potter
James Cochell
W. W. Geibel
Ken Meng, Washington County

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

RECEIVED
MAY 15 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8558

8

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

May 13, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
E. S. HUNTER

Mr. Loren D. Evans
King Blvd. Neighborhood Assoc.
6355 SW King Blvd.
Beaverton, OR 97005

Dear Sir:

I have your May 9, 1975 letter which expresses your concerns for the future of Denney Road and particularly on the rôle that King Blvd. will play in the future transportation plans in the Beaverton area.

I am impressed by the thoroughness of your evaluation of the problem of both providing a transportation system that will efficiently move people and goods and still preserve the neighborhood quality of life. Your letter will be included in the final transcript for the Denney Road hearing project and both the State and City design people working on the project will find your comments of value. I have taken the liberty of forwarding a copy of your letter to City Engineer Joe Jackson so that he can get the benefits of your thoughts firsthand.

Your interest in the design and operation of the street and highway network is appreciated.

Sincerely,

Edward L. Hardt
Regional Engineer

RECEIVED
MAY 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc Joe Jackson w/attachment

ELH/cr
bc E. S. Hunter w/attachment
J. H. Versteeg "
Gary Potter "
Cecil Head --- Please put Mr. Evans' letter in the Denney Road hearing transcript.

Form 81-734-3122

RE RME RCE
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PSM
PSC
PORTLAND 1
LOC

May 9, 1975

Mr. Edward L. Hardt
Regional Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

This memorandum is in reference to the proposed interchange development at State Highway 217 and Denney Road in Beaverton.

I am representing a small group of residents in the King Blvd. neighborhood who have an expressed interest in the future of Denney Road and the surrounding area. I apologize for this late response and for not participating in the public hearings. Hopefully though, our comments can be included in an addendum to the minutes of the hearings; thus providing meaningful input on the matter.

Many expressions of concern have been presented on the proposed plans for Denney Road, with several alternatives being developed. We who live in the King Blvd. neighborhood, also have concerns about the Denney Road project. Our interests are twofold:

1. The role that Denney Road plays in the safe and efficient flow of traffic in the entire South Beaverton area. Most residents of the neighborhood use Denney Road and the surrounding street network. Therefore, it is our objective to provide input in such a manner as we believe is necessary to maintain an adequate transportation system for the area with minimum impacts on the existing neighborhood environment.

2. The effects that the various proposals have on traffic conditions within the King Blvd. neighborhood. King Blvd. is a neighborhood through street providing access between Denney Road and Allen Ave. The street is designed for limited use by the local residents. Wonderland Park, a neighborhood facility on King Blvd., is a major focal point for the children and families in the area. It is our objective to discourage outside traffic use that will jeopardize the identity associated with the neighborhood concepts or that will create safety hazards to the area families.

In summary, we favor the construction of a grade separation structure and interchange at Highway 217 and Denney Road, with exit and entrance ramps in both directions. Our position is based on evaluation of the various alternatives, considering traffic flow, safety and economics. It is our opinion that adequate traffic flow in the entire community can be maintained by retaining access to Highway 217, at Denney. Disruption of the existing traffic pattern can do more harm than good.

The necessity for grade separation is obvious, as long as Denney Road crosses Highway 217. The freeway which is designated for limited access, cannot function safely with the starts and stops created by traffic lights at intersections. The only alternative to a grade separation structure is to dead-end Denney Road and eliminate the existing traffic intersection. This change would require action by the City of Beaverton. We believe that such an interruption of established traffic patterns would be very undesirable.

A major issue in this matter is the alleged safety problem that will occur because of the close spacing between the Allen Ave. and Denney Road interchanges; specifically, the traffic turbulence associated with the merging and diverging that will take place between the entrances and exits. We agree that the proposed design does not provide an optimum traffic flow condition. The distance between entrance and exit terminals reflects only the minimum standards, and is definitely not an ideal solution. Some slowdown could occur under heavy traffic volume conditions. However, after considering all other design alternatives, we believe that the proposed interchange is the best solution, even with the inherent problems. Inconvenience will probably be of greater concern than safety. The close spacing of intersections on Highway 217 is not unique to Denney Road, so drivers will not be presented with unusual traffic situations.

The construction of a weaving section, such as now exists between the Walker Road entrance southbound and the Canyon Road exit could be provided in the future if increased traffic volumes dictate.

A suggested alternative to the proposed design is to provide frontage roads similar to the Canyon Road and Beaverton - Hillsdale system. This is a desirable proposal, except that the economic realities are not favorable. The railroad location and the industrial complex west of 217 would be extremely difficult and expensive to overcome. The east side of 217 would have a much smaller impact, although it is still a difficult right-of-way.

A two-way frontage road on the east side of 217 appears to be feasible, without a frontage facility on the west side of 217. However, traffic flow would be circuitous, wrong way movements are induced and signing control would be very complex. A very undesirable road system would exist. Drivers might try to find alternate routes. It is this possibility that gives us great concern.

King Blvd., when completed, will be the closest through street between Allen and Denney, west of Highway 217. This places King in the category of a frontage road if access to Highway 217 from Denney is limited or stopped.

Without an interchange at Denney, access to 217 in the South Beaverton area is confined to Allen Ave. and Hall Blvd. The pressure on Allen will probably be the greatest, because of the distance to the Hall Blvd. intersection and the indirect route needed to enter the northbound lanes on 217. A portion of the traffic now entering 217 at Denney will go to Allen Ave., via King or Lombard. The traffic situation on King would be the most

severe because it is the closest to Highway 217 and it is the least capable of handling extra traffic. Truck traffic from some of the industrial areas adjacent to Highway 217 may have to use King or Lombard to reach the freeway access point on Allen Ave. The impact of this extra traffic would create severe havoc to King Blvd. and would destroy the neighborhood concepts that are very important to the residents.

The potential for adverse pressure to the King Blvd. residential area will be quite high if the Denney Road - Highway 217 intersection is limited to anything other than a full interchange. The only exception is a design that would have new frontage roads on both sides of Highway 217. Other proposals, such as an overpass without an interchange, dead-ending Denney at 217 or providing partial access in a southerly direction only, could create the previously mentioned adverse impacts to neighborhood streets.

After analysis of the various alternatives, we have come to the conclusion that the most reasonable solution is to proceed with the complete interchange design. This decision is based not only on the concerns related to King Blvd., but also on the needs of the entire community. Quick dispersal of vehicles from freeway to destination is an important factor, particularly when one of the freeway's major functions is to serve local use. Disruption of established traffic patterns and freeway access routes can have dire consequences on a large area. Although the Denney interchange is not an ideal solution, it is the best of the proposed alternatives.

We appreciate your allowing us to provide input in this matter. Hopefully our comments will be of some assistance to you.

A copy of this memorandum will be presented to the Beaverton City Council.

Sincerely,

Loren D. Evans

Loren D. Evans
King Blvd. Neighborhood Assoc.
6355 S.W. King Blvd.
Beaverton, Oregon 97005

8558

Robert W. Straub
XXXXXXXXXX

May 5, 1975

The Honorable Blaine Whipple
State Senator
State Capitol
Salem, Oregon 97310

Dear Senator Whipple:

As requested we have reviewed the concerns raised by Mr. and Mrs. Ken Hammon in their letter to you.

When plans were completed and right of way purchased for the Beaverton-Tigard Highway in the middle 1960's there were to be interchanges at all major road intersections, including Allen Avenue and Denny Road. Availability of funds precluded construction of four of these interchanges in the initial construction of the highway. Walker Road Interchange was added before the Sunset Highway-Beaverton Section was completed and Greenberg Road Interchange was completed last year. Only Allen Avenue and Denny Road signalized intersections remain on the 7-1/2 mile section from the Sunset Highway to Interstate 5. This makes these isolated intersections particularly bad since they are unexpected after traveling the freeway for some distance each side.

The accident rates for the sections of highway which include these intersections is twice as high as the statewide average for urban, non-freeway sections and about 10 times the statewide average for urban freeways. Elimination of these signalized at-grade intersections is felt to be necessary for the safety of the motoring public.

The areas adjoining Allen Avenue and Denny Road are building up and developing and regardless of whether the interchanges are constructed the increased traffic will probably occur and the need for widening the roads will be there unless something is done to control or prohibit increased use. Consideration was given to elimination of one of the two interchanges; however, the predicted traffic congestion was such that this did not appear appropriate.

I am advised that the City of Beaverton is currently re-evaluating their transportation plan, including Denny Road, and the Highway Division has agreed to hold the project files open until the City has had an opportunity to determine what the future treatment of that facility might be.

At such time as that decision is made the interchange plans will be reviewed and revised as necessary considering the results of the public hearing and any revisions made to the City of Beaverton's transportation plan.

I attended a meeting April 30 with Representative Ragsdale and a group of people from the Denny Road area. They are concerned that the City plan calls for widening Denny Road to four-lanes and extending it westerly. I advised them that this was a matter to take up with the City and that our interchange plans could be changed to meet a revised city plan.

They also asked if it would be possible to eliminate the Denny Road Interchange and only construct an overcrossing for Denny Road. I advised them that if a revised City plan did not call for improvement of Denny Road and if the existing or planned for streets parallel to the Beaverton-Tigard Highway would handle the traffic to the Allen Avenue Interchange, we would consider only an over-crossing for Denny Road with no access to the highway.

If this idea were adopted the Allen Avenue Interchange would have considerable more traffic than currently projected. In fact, there is the possibility that it would be overloaded to the extent it would be unsafe and not work properly. I am sure this will be investigated as the City reviews their transportation plan.

I hope this information will answer the questions raised by Mr. and Mrs. Hammon; however, if they wish to discuss the matter I will be happy to meet with them at any time.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ADO:jh/ESH:js

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
E. L. Hardt
R. B. Sipprell

HOME ADDRESS
BLAINE WHIPPLE
8455 SW BROOKRIDGE
PORTLAND, OREGON 97225

WASHINGTON COUNTY

COMMITTEES
VICE CHAIRMAN
LOCAL GOVERNMENT AND ELECTIONS
MEMBER
REVENUE
TRANSPORTATION

OREGON STATE SENATE
SALEM, OREGON
97310

April 16, 1975

Mr. Ed Hunter
State Highway Division
Salem, Oregon

Dear Mr. Hunter:

Earlier this week, my research assistant visited with you about the Allen Ave. and Denny Road interchanges on Highway 217. My involvement in this issue comes as a result of a letter from a constituent (see attached).

I would like you or some other appropriate person in the Division to reply to the concerns raised by the Hammons. I think the scope of the projects are such that such valid concerns should be adequately answered.

Sincerely,

Blaine Whipple

Blaine Whipple
Senator

BW:dc
Enc.

cc: Mr. & Mrs. Ken Hammon

RECEIVED
APR 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MAR 2 4 1975

March 21, 1975

Honorable Blaine Whipple, State Senator
State Capital
Salem, Oregon

My Dear Senator:

I would like to point out to you another classic example of the State Department of Transportation Division of Highways position of spending monies. (Let's spend it or like the example of the camel getting his head in the tent and the rest is easy.) Can you imagine a full diamond interchange and one half mile later another full diamond interchange at the expense of the taxpayers?

They will do this at Highway 217 and Denny Road in Beaverton. Compounding the problem is the fact that the City of Beaverton's master plan calls for changing Denny Road from a residential street to a major arterial thus converting it from a two-lane to a four-lane boulevard requiring a 66 foot right of way which would abolish numerous homes and natural foliage and have an adverse impact on Fanno Creek with additional flooding caused by additional paving.

The Division of Highways, in their traditional manner, has outlined this as being a project totally based on safety and not requiring an environmental statement. Yet, if you look at the total project; i.e., the Division of Highways and the City of Beaverton, it can't help but be an adverse environmental impact by removing residences and considerable natural foliage.

I would appreciate it if you, as my State Representative, could look into the total picture rather than we the residents having to take on both the City of Beaverton and the State Division of Highways. I would be glad to have a meeting of concerned residents in my home to discuss this matter with you and to make our collective feelings known to you.

Sincerely,

Ken & Pat Hammen

Ken and Pat Hammon
9955 S. W. Maplecrest Ct.
Beaverton, Oregon 97005
Telephone - 646-6687

cc: Oregon State Dept. of Transportation
Renee Fellman - Beaverton City Council
Jack Nelson - Beaverton City Council
R. P. Hackl - Beaverton City Council
Sharon Ritter - Beaverton City Council
David McBride - Mayor of Beaverton

8558

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE April 28, 1975

TO J. H. Versteeg
Road Design Engineer

Attention: D. N. Stoudenmeyer
Preliminary Design
Supervisor

FROM L. E. George
Traffic Engineer

SUBJECT Accident Study
Beaverton-Tigard Hwy. No. 144
Allen Ave. M.P. 2.48 to
Denny Rd. M.P. 3.02
Beaverton

NOTED
E. S. HUNTER

Recently an investigation was performed on the Beaverton-Tigard Hwy. No. 144 from Allen Ave. (M.P. 2.48) to Denny Rd. (M.P. 3.02) in the City of Beaverton.

The subject section of highway is 0.54 mile in length carrying an ADT of 23,950 vehicles. For analysis purpose this section of highway is classified as suburban, non-freeway, primary state highway.

Over a 2 1/2 year period (1-1-72 to 6-30-74) there were 66 reported accidents on this section of highway with 52 persons injured. This section experienced an injury per accident rate of 0.79 as compared to a rate of 0.53 for the average of all state highways within the City of Beaverton. The accident rate on the subject section is 5.59 accidents per million vehicle miles. The 1973 state-wide accident rate for this type of highway is 3.30.

The intersection of Allen Ave. and Highway 144 experienced 39 accidents with 27 injuries in the 2 1/2 year period. Of these 39 accidents 25 were of the rear-end type. The intersection of Denny Rd. and Highway 144 experienced 14 accidents with 20 injuries over the 2 1/2 year period. Nine of these accidents were rear-end type.

Based on the number of accidents at Allen Ave. and the severity of the accidents at Denny Rd., it appears that interchanges are warranted on the Beaverton-Tigard Hwy. at these two intersections.

DW:rj

OREGON STATE HIGHWAY DIVISION — TRAFFIC ENGINEERING SECTION

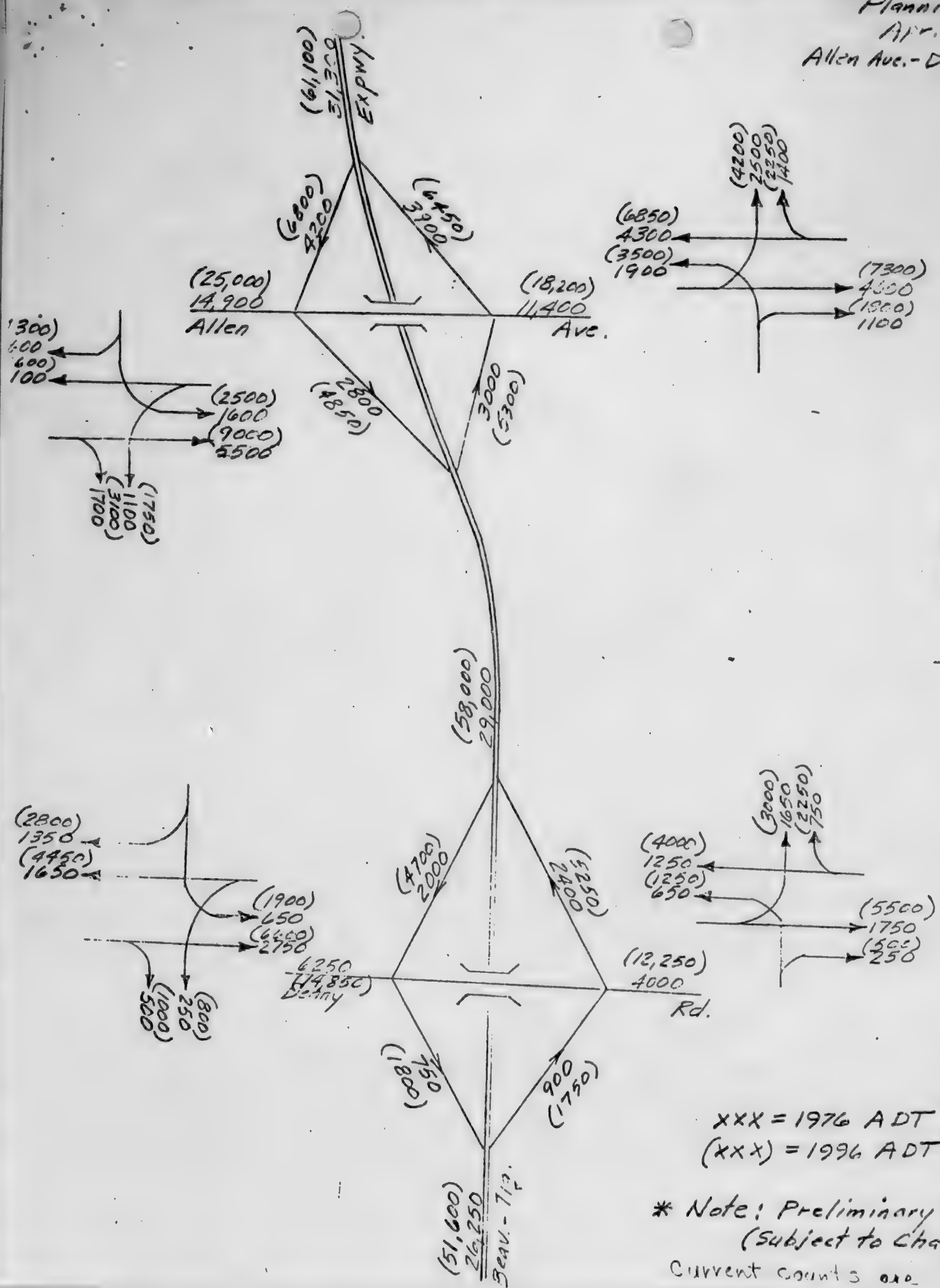
Rural Motor Vehicle Accident Listing

Hwy. No. 144 Rte. No. Ore 217
From M.P. 2.44
To M.P. 3.06
Period Covered: 1-1-72 to 6-30-74

LOCATION	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			Allen Ave M.P. 2.48 Denny Rd M.P. 3.02
1-1-74 to 6-30-74																			
MP 2.44 to Allen Ave			2		1								3		1	2		2	
At Allen Ave			5			1							6		3	3		3	
Allen Ave to Denny Rd			1										1			1			
At Denny Rd			1		1								2		2			3	
Denny Rd to MP 3.0					1				1				2		1	1		1	
1-1-73 to 12-31-73																			
MP 2.44 to Allen Ave			1										1		1			1	
At Allen Ave	1		10			3							14		6	8		6	
Allen Ave to Denny Rd			1		1				1				3		1	2		1	
At Denny Rd	1		2			1							4		4			6	
Denny Rd to MP 3.0													0						
1-1-72 to 12-31-72																			
MP 2.44 to Allen Ave			1										1			1			
At Allen Ave	3		10			4		1			1		19		9	10		18	
Allen Ave to Denny Rd			1						1				2			2			
At Denny Rd	2		6										8		8			11	
Denny Rd to MP 3.06													0						
Total	7		41		4	9		1	3		1		66		36	30		52	

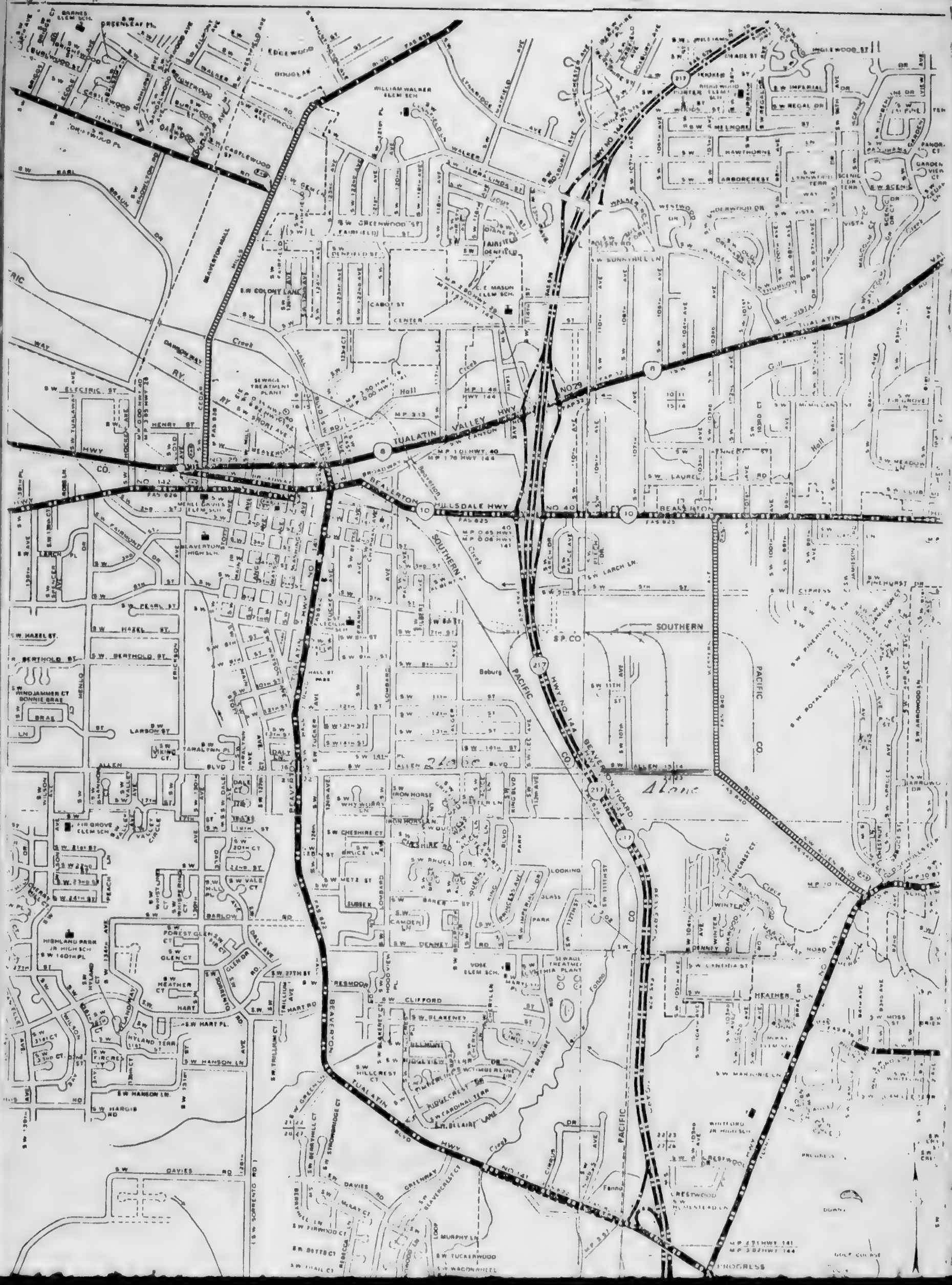
Form E-593-B

Planning
Alt. 2
Allen Ave. - Denny Rd



XXX = 1976 ADT *
(XXX) = 1996 ADT *

* Note: Preliminary Volume
(Subject to Change)
Current counts one


BEAVERTON
TUALATIN VALLEY HWY
TUALATIN
BEALERTON
HILLSDALE HWY
SOUTHERN PACIFIC CO.
SW GREENWOOD ST
SW COLONY LANE
SW ELECTRIC ST
HENRY ST
SW HART RD
SW ALLEN BLVD
SW DENNEY RD
SW BARROWS RD
SW DAVIES RD
SW HALL BLVD
SW 72ND AVE
SW 85TH AVE
SW 92ND AVE
SW 99TH AVE
SW 107TH AVE
SW 117TH AVE
SW 125TH AVE
SW 135TH AVE
SW 141ST AVE
SW 150TH AVE
SW 160TH AVE
SW 170TH AVE
SW 175TH AVE
SW 185TH AVE
SW 195TH AVE
SW 205TH AVE
SW 215TH AVE
SW 225TH AVE
SW 235TH AVE
SW 245TH AVE
SW 255TH AVE
SW 265TH AVE
SW 275TH AVE
SW 285TH AVE
SW 295TH AVE
SW

TUALATIN VALLEY HWY
BEAVERTON HILLSDALE HWY
SOUTHERN PACIFIC CO.
SP CO
BEAVERTON TUALATIN HWY NO 141
BEAVERTON SCHOLLS FERRY RD NO 210
TUALATIN SHERWOOD BLVD
BEAVERTON HIGH SCH
FIR GROVE ELEM SCH
HIGHLAND PARK JR HIGH SCH
MOLIN ELEM SCH
VOSE ELEM SCH
WHITFORD JR HIGH SCH
MURRAY ELEM SCH
SEWAGE TREATMENT PLANT
GOLF COURSE
Beburg
Fanno Creek
Hall Creek
Gull Creek
Southern Creek
SW BROCKMAN RD
SW DAVIES RD
SW ALLEN BLVD
SW BARNES RD
SW CANYON RD
SW TUALATIN VALLEY HWY
SW BEAVERTON HILLSDALE HWY
SW TUALATIN SHERWOOD BLVD
SW SCHOLLS FERRY RD
SW 117TH AVE
SW 121ST AVE
SW 125TH AVE
SW 130TH AVE
SW 135TH AVE
SW 141ST AVE
SW 150TH AVE
SW 158TH AVE
SW 160TH AVE
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SW 245TH AVE
SW

8558

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

April 16, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Laurence R. Sprecher
City Manager
4950 SW Hall Blvd.
Beaverton, OR 97005

NOTED
E. S. HUNTER

Dear Mr. Sprecher:

We have your April 2nd letter which transmits a report on the design for the Denney Road Interchange project from your Planning Commission. This report will be placed in the transcript of the hearing for the project.

Your letter also requests that the time for public comment for the project be extended until June 15, 1975 so that the Beaverton City Council can further review the project implications. Although it is somewhat unusual, we will do as the Council has requested in the interest of getting the maximum public input into our design hearing process. This is being done with the understanding that we will have some response from the City Council on or before June 15.

The Highway Division's staff will utilize the intervening time to investigate concerns expressed at the hearing, including the report from your Planning Commission. You can anticipate that some of our field people will be in touch with your planning department for amplification of the consideration of alternate routes of access to the PGE site.

Sincerely,

Edward L. Hardt
Regional Engineer

cc Joe Jackson

ELH/cr
bc E. S. Hunter
J. B. Boyd
Hal Versteeg
Gary Potter
Cecil Head
Ken Rolfe
Jim Cochell

RECEIVED
APR 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-734-3122

8558

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 15, 1975

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: JAMES COCHELL
Resident Engineer

SUBJECT: DENNEY ROAD INTERCHANGE HEARING
BEAVERTON-TIGARD HIGHWAY
WASHINGTON COUNTY
Prefix 134-1966

Attached you will find an April 2nd letter from the City Manager of Beaverton transmitting a Planning Commission report on the Denney Road project. Your attention is directed to the last paragraph of this report regarding alternate routes of access to the PGE site.

I would like you to make contact with the Planning Director of Beaverton and determine specifically what he had in mind with this comment. Work up some kind of a sketch, if he doesn't have one, and send that through here so that the Design Section in Salem will be able to consider this suggestion, assuming that it has merit.

ELH/cr
Attachment
cc J. H. Versteeg

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	Watson
Hager	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED

Reply
Approval
Do not file

CITY OF BEAVERTON

4950 S. W. HALL BLVD. BEAVERTON, OREGON 97005

TELEPHONE 644-2191

April 2, 1975

APR 4 1975

Oregon State Highway Dept.
District Office
P. O. Box 02157
9200 S. E. McLoughlin Blvd.
Milwaukie, Oregon

Gentlemen:

Attached is a report from our Planning Commission concerning a hearing which they held on the proposed Denney Road overpass at Highway 217. This report is forwarded to you with the support of the City Council.

The City Council additionally requests that you extend the time for public comment until June 15, 1975, so that the City Council may have a chance to review a proposed route evaluation presently underway by our staff which might possibly affect the Denney Road overpass.

Sincerely,

Laurence R. Sprecher
City Manager

LRS:smm
Enclosure

GE (RE) RME (RCE) FAE
TE RSM
LE RECEIVED RSC
SO APR 7 1975 RBI
ENV REGION 1 LOC

CITY OF BEAVERTON

CITY COUNCIL MEMORANDUM

TO: City Council DATE: March 20, 1975

FROM: Planning Commission FILE:

SUBJECT: Design Proposals for Denney Road Overpass

During a recent special Planning Commission meeting on March 13, 1975, interest was generated regarding the design proposals for Denney Road overpass at the freeway.

Following discussion the Commission adopted a motion requesting the Council to be especially considerate of the visual impact which the westerly approach will have on the community.

The Commission also asked that alternate routes of access to the PGE site be carefully considered and that possibly one special access road may be able to serve properties on both the north and south side of the approach.

Respectfully,

LOREN F. ALEXANDER, CHAIRMAN

By: Hal Hewitt
Harold Hewitt
Planning Director

Versteeg 144

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE March 25, 1975

TO Edward L. Hardt
Regional Engineer
B U I L D I N G

FROM W.G. Hight
Regional Liaison Agent
Milwaukie

SUBJECT Denney Road Overcrossing
Public Hearing

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	Watson
Heger	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Mr. V. Everett Hollister attended the informal session to the above noted hearing. After studying the design, profile and cross sections, he was concerned about the affect on his home. The location of Mr. Hollister's home is directly across Denney Road where 104th intersects, or the second house east of 105th on the south side of Denney Road.

Mr. Hollister's home is constructed on a slab and is approximately two inches above the present highway grade. The design presented at the hearing showed a grade on Denney Road, in front of the Hollister house, as being one foot higher. This presents the problem of water run off. A heavy rain could leave water on the floor.

The design worked up in the field provided for a curb and catch basin with a pipe carrying the water to the open ditch to the east just off of the project. The design hearing map wasn't clear if the curb and drain tile idea was extended from the field design.

Appropriate steps should be taken to head off the above mentioned water problem and protect the property of the home owners in this area of the interchange.

1 Versteeg
2 A. Olson
3 Terpstra
Call
Swanson
R. Olson
Trout

600. T

RECEIVED
MAR 26 1975
ROAD DESIGN SECTION

Signature if Approved
Approval Recommended
Please See Me
Do not File
Return To
Bring Up
Other

WGH:sdl

CC: J.H. Versteeg

144

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

January 28, 1975

FILE: LOC 17

FROM: D. R. ADAMS
Regional Construction Engineer

SUBJECT: Denney Road Interchange
Prefix 134-1966

TO: J. H. VERSTEEG
Road Design Engineer

The Right of Way Liaison people have cleared up a shortcoming on our location for the subject interchange. The attached notes for a concrete block pump house for the Fanno Creek sewerage plant pump should be incorporated into the location and design.

The pump house is located due south of Station 13+50 and will fall inside the proposed right-of-way line. The toe of fill should catch at the northwest corner of the building. This building and the entire Fanno Creek treatment plant are scheduled to go off-line in about a year. The cost of the pump house, etc. is estimated at $500,000. We might be able to relieve the problem one of two ways. First would be to negotiate agreement with United Sewerage Agency to buy the property and let them continue using it on a use permit of some kind. I'm told that there still would be some extra cost involved in this in paying for removal of the equipment, etc. after the plant went off-line. The second solution would be to move the intersection at Station 12+20 to 11+80. Our right-of-way would avoid the pump house, but would increase our impact on the Propco, Inc. property on the north side of Denney Road. Perhaps an adjustment of the intersection and modification of the right-of-way lines could be worked out to obtain the best solution.

Please review these plans with this new information and modify the design as appropriate.

awaiting hwy design

4/28/75
Rev. design to avoid pumping.

DRA/b
att
cc: Ken Rolfe
Jim Cochell

REFERRED TO

	Beard		Reed
	Cole		Sample
	Eriksen		Watson
	Hager		Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

FORM E-30 P558

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE January 27, 1975

TO K.A. CHATWOOD
Administrative R/W Agent
Salem, Oregon

FROM JIM HUNTER
Right of Way Agent
Milwaukie, Oregon

SUBJECT Proposed Design
Denney Road Overcrossing
Beaverton-Tigard Highway

In the process of updating the Phase II Right of Way Liaison Report to reflect revisions to the preliminary design for this project, I noticed some potential problems which should be resolved before the Design Hearing scheduled for March 13, 1975.

I have attached colored xerox copies of a tax lot map and of the detail design map to be presented at the hearing. I have made several notations and have indicated five potential areas of concern. I will discuss each below.

1. The design section in Salem located the existing Denney Road right of way line in front of the Fanno Creek Sewer Plant as shown by the green line. However, according to the documents in File 35795, the county tax lot map, and the preliminary design from the resident engineer's office, the right of way line actually follows the blue line traced on the map.

   The discrepancy may have resulted from the fact that the file was purchased in two parcels. Parcel 2 of the acquisition was occassioned by the future frontage road plans and accounts for the additional right of way area. This blue right of way line gives the State considerably more area (0.72 ac.) to "work with" than the proposed design would indicate.

2. The 6.70± acre sewer plant parcel has access only along its north boundary line -- to the Denney Road facility (see tax lot map for reference). The only existing means of access is a 24' wide A.C. driveway located at about DR 10+30. When this plant is phased out, now scheduled for early 1976 after the Regional Plant in Durham is completed, the parcel will be sold and the equipment removed.

   The parcel is zoned R-1 and will likely be subdivided into residential lots. Contact with Bill George of the Beaverton City Planning Department revealed that the parcel is also under the Greenway and Open Space designation of the Comprehensive plan. He indicated that the easterly portion of the parcel, along Fanno Creek, would probably remain undeveloped under the provisions of the Greenway designation. The residential development would be in the westerly half or two thirds of the parcel.

   The traffic generated by this probable development would be mainly private automobiles, with some service-type vehicles. With the present proposed design, access will be either via the proposed frontage road or by developing the existing driveway. Access via the proposed frontage road seems undesireable because it would have to be somewhere along the curve radius. This access would also be toward the easterly portion of the parcel which probably will not be developed. Access via the existing driveway would mean that: a) the south side frontage road would be serving only one parcel (Hearin Products, Glasco, Inc., et al), and b) there would be two major access points onto Denney Road, at the beginning of the overcrossing grade, within 180± feet of each other on the same side of the road. This also seems undesireable.

   If the entire frontage road "interchange" was moved westerly, or if the south sidefrontage road was built similarly to the preliminary design (joining Denney Road at the location of the existing driveway and staying for the most part within the existing blue-line right of way), then this situation could be alleviated. Access via the existing driveway could cease upon closure of the plant and future

access would be via an approach to the frontage road, located more toward the middle of the parcel rather than at the eastern portion. These proposals would also help to alleviate the situation outlined in Section 3 below.

3. The preliminary design prepared in the field proposed a south side frontage road entirely within the existing (blue-line) right of way. Apparently because no additional right of way was required from the sewer plant by that design, the plant's pumping station was not depicted or located on the detail map. When the design section in Salem revised the frontage road system they were not, therefore, aware of the new design's effect on the pumping station. The right of way line appears to take most of the building and the toe of the fill slope disturbs the N.W. corner.

   In speaking with the Assistant head of the Washington County Unified Sewage Agency and the Fanno Creek plant superintendant, I wasgiven an estimate of "about" 500 thousand dollars to remove and reestablish the pumping station. If need be Ican furnish details of the equipment and structures involved. Since this plant is definitely going to be taken off line when the new regional plant in Durham is completed (now scheduled for late 1975 or early 1976), this expense appears unwarranted.

   Several means to correct this problem have been discussed: a) tighten the curve radius of the south side frontage road, utilize a fill-slope retaining wall to avoid disturbing the pumping station, and jog the right of way line around the building; b) move the entire frontage road "interchange" westerly about 35'-40' (also discussed in Section 2 above) in order to miss the pumping station with both the toe of the fill slope and the right of way line; this of course would affect the properties to the west and would require right of way acquisition from both the Propco, Inc. (discussed also in Section 4 below) and Spriggel parcels; c) revise the south side frontage road similar to that in the earlier preliminary design (also discussed in Section 2 above), with the frontage road

joining Denney Road at the location of the existing sewer plant driveway and requiring little or no additional right of way from the sewer plant; some small additional right of way may be required from the Spriggel property; d) build temporary frontage road with tightened curve radius, but do nothing permanent until the sewer plant closes; then remove the movable pumping station equipment and build the permanent frontage road facility.

Of the above means, either "b" or "c" seem preferable because they also help to alleviate the problem outlined in Section 2. Of these two options, "c" seems perferable because: a) it would allow access to the frontage road more toward the middle of the sewer plant parcel (see comments in Section 2 above); b) it would not require (as would option "b") that a significant right of way acquisition from Propco, Inc. be made because of the north side frontage road's westerly movement; c) the direct alignment of the two frontage roads (north and south side) is not really very critical, since the north side frontage road may be used exclusively by P.G.E. The Bevest, Inc. parcel will not need to develop a frontage road approach because they are building an interior road system connecting to S.W. 111th. Thus it is very possible that there will not be any significant amount of traffic using the north side frontage road. If so, the frontage road may be narrowed, the curve radius tightened, and the amount of required right of way reduced.

4. The present proposed design calls only for the acquisition of a temporary construction easement over the Propco, Inc. parcel for the construction detour road. It does not indicate any fee acquisition for right of way. However, unless the toe of the fill slope is pulled in and the slope grade steepened, it appears that some amount of right of way will have to be purchased.

5. The preliminary design and the Phase II Liaison Report both assumed that, since the contract purchaser on both Rhodes and Edwards Industries parcels was the same, access could be given to both properties via an approach to the Rhodes parcel. The contract purchaser of the Rhodes parcel has now, in fact, become the fee owner of the property. The new design proposed that an additional

triangular-shaped piece be purchased from the Rhodes property to provide an access driveway to the Edward Industries parcel.

It is suggested that if legal and proper access to both parcels cannot be accomplished without the extension of an access driveway, the State should acquire an easement for the driveway rather than buy it in fee. If the two parcels are eventually developed together (as is now being planned by the contract purchaser), the easement area could be repurchased from the State to allow for use of the land proposed for acquisition. If the parcels are developed under separate ownerships, the easement would still provide access to the Edwards Industries parcel and the Rhodes property owner could use part of the easement for landscaping and count all of it in determining dwelling-unit density.

If the present fee taking proposal is implemented, damages to the Rhodes property will increase significantly due to the reduction in area, utility, and dwelling-unit density.

I hope these observations and comments can be of assistance in our preparation for the upcoming Design Hearing. This office has communicated with Assistant Region I Engineer Don Adams regarding the pumping station problem especially, and will continue to coordinate any new findings or suggestions with him. I understand that he is sending a report on the pumping station to the Salem design section also.

JH:kc

cc Don Adams

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 27, 1974

TO Glen L. Green, Divison Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Denny Road Interchange
Beaverton-Tigard Highway
Washington County, Oregon

This negative declaration for the above Federal-aid urban project is submitted for your concurrence.

LOCATION AND HISTORY OF PROJECT — Construction of the Beaverton-Progress section of the Beaverton-Tigard Highway began in July 1967 and was completed in July 1969. When designs for this section were being developed, a full diamond interchange at Denny Road was included and right-of-way was purchased. Actual construction was to be undertaken when traffic demand warranted.

Denny Road is a major east-west arterial facility providing residential and commercial access to the Beaverton-Tigard Highway from S. W. Hall Boulevard in Beaverton and from S. W. Scholls Ferry Road in east Washington County.

The present intersection is an at-grade facility with a five-phase signal. Phased left-turn refuges are provided on the Beaverton-Tigard Highway for access to Denny Road.

DESCRIPTION AND PURPOSE OF PROJECT — This project is one of the remaining two interchange projects which are proposed for the Beaverton-Tigard Highway. With the completion of the remaining two projects (Denny Road and Allen Avenue), the Beaverton-Tigard Highway will provide 7.44 miles of unsignalized, controlled-access freeway.

The Highway Division proposes a four-lane facility on Denny Road, and a full-diamond interchange with acceleration and deceleration lanes to and from the highway. The overall length of the project along the highway is 0.8 mile and 0.4 mile along Denny Road. The over-crossing structure, presently being considered, is to consist of four twelve-foot travel lanes, double twelve-foot left-turn refuges, and an eight-foot bike/pedestrian lane. This double refuge area will facilitate the movement of traffic to the Beaverton-Tigard Highway. The construction of the interchange facility will be coordinated with the City of Beaverton's scheduled construction of a four-lane facility on Denny Road to the west of the Beaverton-Tigard Highway.

Frontage roads north and south of Denny Road, west of the highway, will provide access to the properties abutting Denny Road.

During construction a detour would be provided on the north side of Denny Road, crossing the Beaverton-Tigard Highway at-grade, with a five-phase signal at the intersection. It is anticipated that some traffic will reroute itself north to Allen Avenue because of the inconvenience of using the detour. Upon completion of construction, much of the temporary detour facility would continue to be used for the northerly frontage road.

Construction of the interchange will require approximately 130,000 cubic yards of borrow. The only borrow in mind, at this time, is a source on Scholls Ferry Road, the Garry Lewis pit. This source site would require a round-trip haul of approximately seven miles. Commercial sources of surfacing and asphalt concrete are available in the vicinity of Oregon City, Beaverton, and at south Portland Willamette River plants.

If a contractor-furnished source is used, the contractor shall comply with subsection 106.05, "General Requirements Concerning Sources of Borrow and Aggregate," as follows:

> Prior to starting any work in a contractor furnished source, the contractor shall furnish to the engineer, a site reclamation plan for the source along with, if applicable, documentation that the plan submitted conforms to all the requirements of the Department of Geology and Mineral Industries, the Division of State Lands, and/or any local agency charged with the administration of applicable land use ordinances, laws, rules or regulations. The State will not accept any material from a contractor furnished source until the above plan and documentation have been submitted to the engineer.

EXISTING ENVIRONMENTAL SETTING

The surrounding land in the project area is developed with single-family residential structures, multiple-family housing structures, and industrial complexes.

The northwest quadrant of the Denny Road interchange has developed into a complex of light industrial manufacturing facilities,

outlets, warehouses, and offices. Contained within this area are Western Battery; Oregon Manufacturing Company; Glaser Brothers; Westco; and Action Alley Stores, Inc., General Offices and Warehouse. The Portland General Electric Denny Road substation is located to the east of this complex, next to the highway. A large, open area lies between the substation and industrial complex. This vacant land is being advertised for sale or lease.

The predominant feature of the southwest quadrant is the Denny Road Industrial Park located immediately adjacent to the highway and Denny Road. The park is owned by Glasco, Inc., and consists of Glasco; Hearin Projects, Inc.; Mulins Products, Inc.; and Mercer Industries, Inc. To the west of the industrial park is the Fanno Creek Sewage Treatment Plant.

The Tigard branch of the Southern Pacific Railroad parallels the highway on its west side, forming a barrier between the industrial area and the highway. Two railroad spur lines serve the Denny Road Industrial Park.

The southeast quadrant has been heavily developed with single-family residential structures. Across Denny Road to the north, the northeast quadrant has been developed with multiple-family (apartment) dwellings and one large mobile home park.

The areas outside the project area to the west and east along Denny Road are built up multiple- and single-family residential housing. Denny Road thus serves as a feeder arterial to the Beaverton-Tigard Highway.

A twenty-four-hour count taken August 1, 1974, for the total two-way traffic volume on Denny Road west of the Beaverton-Tigard Highway was 5,500 vehicles. East of the highway on Denny Road, the two-way total was 3,600 vehicles. Traffic on the Beaverton-Tigard Highway was considerably heavier, with 32,400 vehicles on the north and 30,000 on the south side of the intersection.

The five year (1969-73) accident record for the 0.1 mile section which includes this intersection shows a total of 34 accidents, 33 of which were of a type preventable by an overpass. Twenty-nine injuries and no fatalities resulted from the accidents.

ALTERNATIVES TO THE PROPOSAL

An alternative to the proposed full diamond interchange which was considered was a looped (clover leaf) design in the southeast quadrant. Although this alternative would serve the projected traffic demands as well as the proposed design would, this alternative would require more right-of-way in an area of residential and commercial development. The structure crossing the Beaverton-Tigard Highway would have to be lengthened and heightened to accommodate the loops that pass underneath. The resulting length and width would require a wider toe base, necessitating acquisition of additional right-of-way.

Another alternative that was studied was the "no-build" alternative. Not to build the project would mean that present traffic and safety conditions on the Beaverton-Tigard Highway and Denny Road would not be improved and would possibly deteriorate.

Present traffic patterns indicate that Denny Road is used as a primary arterial to and from the highway, providing access to and from Beaverton, Sunset Highway, Portland, and the Interstate 5 freeway.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The bulk of the project right-of-way was acquired in the 1960's when land was being purchased for a two-lane overpass on the Beaverton-Tigard Highway. However, a change in the proposal--calling for four lanes on the overpass rather than two lanes--necessitates acquisition of nine additional parcels of land, totaling approximately two acres, to accommodate frontage roads and the added width and height of the project.

Three residential properties would be adversely affected. One property has approximately .17 acre with 100+ feet of frontage on Denny Road and 74+ feet of frontage on S. W. 105th Avenue. Approximately .06 acre will be required for the project. The .11 acre that would remain would not meet residential homesite standards for this neighborhood. The second property, consisting of 0.8 acre, will be reduced by approximately 0.052 acre. Acquisition should not change the use of the property, as the only loss would be landscaping items, such as lawn and plantings. There is a possibility, however, that the slight reduction in size may interfere with the septic drainfield. If this is the case, and the drainfield cannot be reestablished or a sewer connection cannot be made, then the residence would become uninhabitable. Under these circumstances, the Highway Division would offer to purchase the entire properties.

The third residential property affected is a .18 acre parcel on the corner of Denny Road and S. W. 105th Avenue. This parcel is across 105th Avenue from the parcel which would be fully acquired. The right-of-way required is approximately .02 acre, consisting of a strip of land averaging about seven feet in width along Denny Road, and a strip of land along S. W. 105th Avenue, tapering from ten feet to zero feet. Included is a portion of the driveway, some fencing, and landscaping. With the shortening of the driveway, ponding could result, as the driveway would then be below grade. In addition, access would be awkward and difficult from Denny Road. Cost to cure damages will be allowed to change garage access to S. W. 105th Avenue.

Fanno Creek at the present is crossed by both the Beaverton-Tigard Highway and Denny Road. On the Beaverton-Tigard Highway, the existing bridge would be widened to accommodate the improvement; there would be no change in its hydraulic functions. The bridge would be able to handle a flood of a 100-year frequency (Intermediate Regional Flood).

On Denny Road, the existing wooden structure (single fifty-foot span) would be replaced by a culvert. Two alternatives for this crossing were studied. The first alternative studied is a double 21' 11" X 13' 1" super span culvert. The second alternative is a triple 11' X 10' reinforced concrete box culvert. Each of these alternatives was sized to maintain the existing 100-year flood elevations as determined from the Corps of Engineers' records. The length of each structure would be about 320 feet to accommodate Denny Road and the two industrial access roads. Final selection is dependent upon economics, since each would have the same capacity. Flooding in this reach of Fanno Creek is influenced by backwater from the Tualatin River, and the culvert capacity was determined with this in mind, so there would be virtually no erosion during flood discharges.

The immediate and most notable effects on air quality with the introduction of a grade-separated intersection are the elimination of delays to through traffic and a corresponding improvement in air quality. Carbon monoxide and hydrocarbon emissions will decrease with an increase in speed--a result of improved intersection capacity. The reduction of delays associated with signalized, at-grade intersections allows for steady vehicle operation, with resulting higher operating efficiency and lower pollutant emission rates.

It is expected that the beneficial effects of pollution control devices on automobiles will become increasingly apparent; so over the next ten years, no substantial increase in pollutant levels will be noted as traffic volumes increase. After that time, any increase in traffic volumes or decrease in the level of service would tend to show some increase in total pollutant levels.

A two-story apartment and one single-family residence to the east of the proposed diamond interchange are the only noise-sensitive properties near enough to the project to be affected by noise. Calculations show that noise levels would exceed federal standards at both locations. However, construction of the interchange would not increase noise levels, since the residences are close to Denny Road, where noise levels would be higher than those at the interchange.

Noise-Sensitive Property	Distance to Center-line Denny Road	Peak Truck Hour L_{10} Sound Level	
		1974	1994
Single-family residence	70 feet	75 dBA	78 dBA
Two-story apartment	150 feet	72 dBA	74 dBA

The analysis of this project was as follows:

1. Peak truck-hour traffic projections were obtained from the ODOT Planning Section. Peak truck hour is generally considered the worst time of day.

2. Noise level estimates were made for the present and 1994, assuming Denny Road traffic only--no interchange. (Predictions were made using nomograph method.)

3. Predictions were then made for ramps of the proposed interchange and compared to no-build sound levels.[1]

Step 3 was accomplished by calculating the sound level 50 feet from the ramp of the proposed interchange and applying a 4.5 dB per doubling of distance correction factor to adjust to the prescribed distance. A semi-infinite roadway segment adjustment was also applied to the ramps to correct their projected dB level, to account for the fact that they are terminated at one end by the interchange. The speed assumed on each ramp was two-thirds of highway speed, or 30 miles per hour. The predicted sound levels from the ramps of the proposed interchange were found to be 10 dB or more lower than those on Denny Road itself. This indicates that the ramps would have virturally no effect on sound at the noise-sensitive sites.

The A-95 agency review process required for this project has been initiated, and comments are forthcoming.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division that this project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division.

Concur _____ Date _____
Division Engineer

WH:ss

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
Victor D. Wolfe
L. W. Rulien
Ed Hardt

[1] Only trucks were used in this analysis, because as a rule automobiles have little or no influence on the L_{10} sound level.

8558

8

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

J. N. PEET
Director

November 7, 1974

11-12-74
cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
M. J. Klotz
E. L. Hardt

R. E. Etherington - CRAG

Mr. A. D. Olson
State Highway Division
State Highway Building
Salem, OR 97310

Dear Mr. Olson:

Subject: Denny Road Interchange
PNRS #7409 2 540

The State Clearinghouse has received additional comments on the Denny Road Interchange project from the Department of Environmental Quality subsequent to the issuance of its original sign-off letter of October 22. A copy of these comments is attached for your attention.

A copy of this letter should be forwarded to the Federal funding agency as required by OMB A-95.

Sincerely

Robert K. Logan
Administrator

RKL:Lm

Attachment

RECEIVED
STATE HWY ENGR
NOV 15 '74
REFER TO
FOR
Inves | R/D | D/R | Sign | Act

RECEIVED
NOV 8 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not file
Return to
Bring
Other

RECEIVED
STATE HWY ENGR
NOV 12 '74
REFER TO
FOR
Inves | R/D | D/R | Sign | Act

SENT
BEN GIFFORD
9-19-74

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAT... RELATIONS NOV 6 ... RELATIONS DIVISION

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Sally Reagan, Coordinator Ph: 378-3732

PNRS STATE REVIEW

Project #: 7409 2 540 Return Date: OCT 15 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
OCT - 7 1974

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable. DNF ..... TEMP ..... PERM *

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - -

REMARKS * Over the short range

Short range impact (from an air pollution viewpoint) should be favorable while the long range impact might be adverse. While the proposed type of improvement tends to increase average vehicle speed in the area of the interchange, it also tends to create a latent demand for its use due to increased accessibility.

Over the long range, this increased accessibility tends to increase the average daily traffic (ADT) on the affected highway above what would be expected if the interchanges were not built.

Agency DEQ By C. A. Simms

8558

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon State Highway Division

PROJECT TITLE: Denny Road Interchange

DATE: October 22, 1974

The state has reviewed your project and reached the following conclusions:

10-28-74
cc: G. L. Green
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
M. J. Klotz
E. L. Hardt
R. E. Etherington

[X] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7409 2 540

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
OCT 29 '74
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

8558

Pro 6-5

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 19, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Assn.
of Governments
6400 S.W. Canyon Court
Portland, OR 97221

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for F.A. Urban Extension Funds
State Administrative Dist. No. 2
Denny Road Intchge. Section
Beaverton-Tigard Highway
Washington County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be October 25, 1974.

BLG:wm
Attachment

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg

R. E. Etherington - CRAG

Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
M. J. Klotz
E. L. Hardt

RECEIVED
HWY ENGR
SEP 23 '74
REFER TO
FOR

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Pro 6-5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:		Page One

02	12] APPLICANT: State Highway Division	[45]	46] DIVISION: Dept. of Transportation			[79]
03	12] APPLICANT ADDRESS STREET: State Highway Building	[45]	46] CITY: Salem	[60]	76] ZIP: 97310	[80]
04	12] CONTACT PERSON: A. D. Olson	[45]	46] AREA CODE [48]: 503	49] PHONE [55]: 378	56] EXTENSION: 6558	[59]
01	12] PROJECT TITLE: Denny Road Intchge.			Dist. 2		[71]
11	12] PROJECT LOCATION CITY: Beaverton-Tigard Hwy.	[45]	46] PROJECT LOCATION COUNTY:	Washington		[79]

05 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

06 12] This project involves the construction of a full diamond interchange at Denny Road where it intersects the Beaverton-Tigard Highway. The inter-

07 12] change is to be a 4-lane overpass with appropriate on and off ramps. The

08 12] purpose of the project is to provide a safer arterial facility providing

09 12] both access to and from the Beaverton-Tigard Highway and east-west movement between S. W. Scholls Ferry Road and S. W. Hall Blvd. Construction will

10 12] eliminate the necessity of traffic signals on the Beaverton-Tigard Highway at this intersection and will provide controlled access from Denny Road.

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
2,262,000	-----	638,000	-----	-----	2,900,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME: U.S. Dept. of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL	
Yes	No	Yes	No	Yes	No
[X] 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95

Yes	No
[X] 35	☐ 36

(E) ENVIRONMENTAL IMPACT

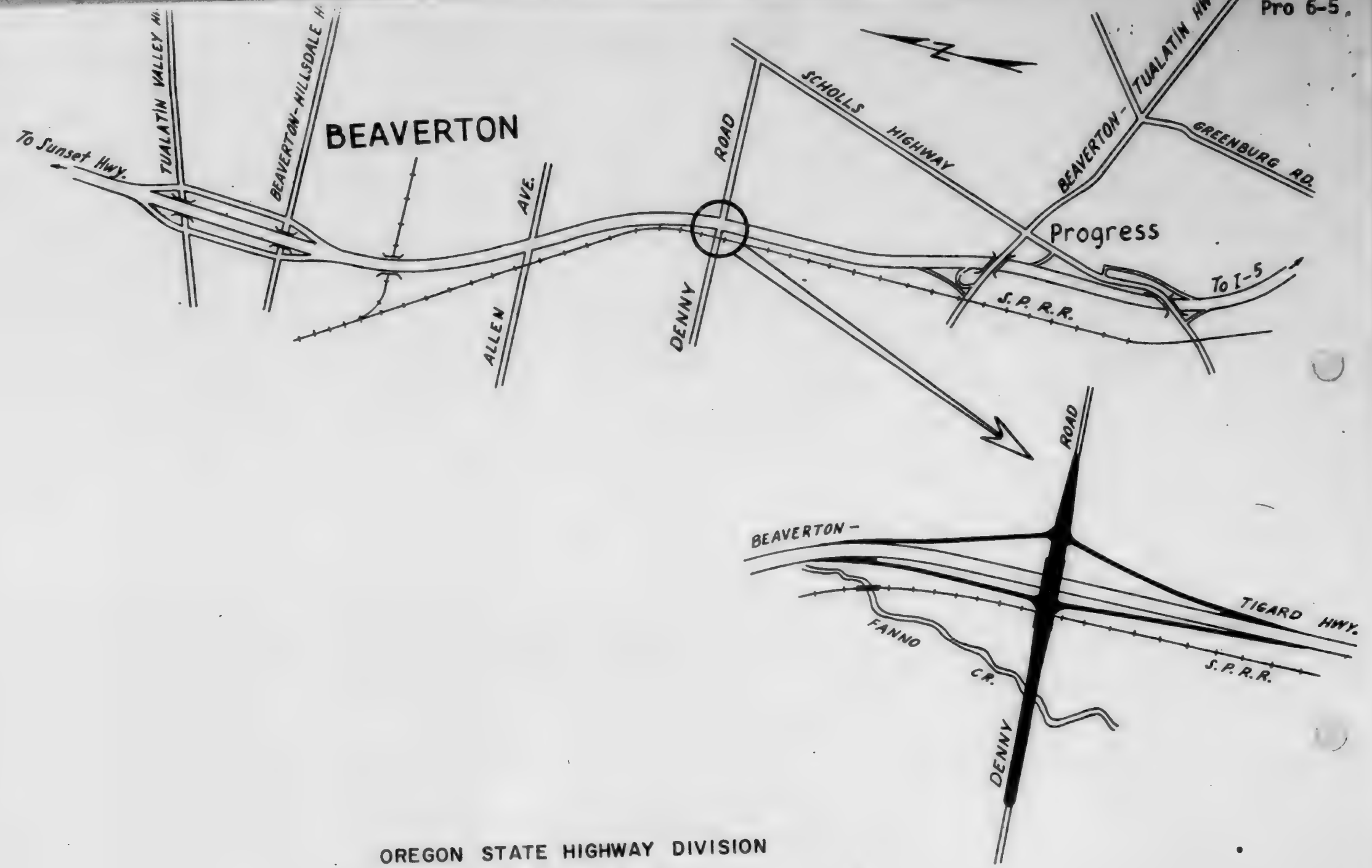
Yes	No
☐ 37	[X] 38

(F) HOUSING RELOCATION REQUIRED

Yes	No
[X] 39	☐ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42]: October | 43] DAY [44]: 25 | 45] YEAR [46]: 1974

Pro 6-5.



OREGON STATE HIGHWAY DIVISION

Sketch Map

DENNY ROAD INTERCHANGE

BEAVERTON-TIGARD HIGHWAY

WASHINGTON COUNTY

8558

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project US-466(-)
Denny Road Interchange Section
Environmental Assessment Report

DATE: September 5, 1974

In reply refer to: 1041DA.1/310

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject Environmental Assessment Report submitted with Mr. Rulien's August 22 letter has been reviewed. This office concurs that a Negative Declaration would be appropriate for the proposed project; however, due to changes in the access to several industrial properties west of the railroad as well as minor changes to residential accesses east of the interchange a public hearing or at least the opportunity for a public hearing is considered necessary.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 9 '74
REFER TO
FOR
Info | Laves | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

RECEIVED
SEP 10 1974
Office of
Assistant State Highway Engineer

BEN GIFFORD

RECEIVED
SEP 16 1974
PROJECT MANAGEMENT SECTION

US-466(-)

OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION

PROJECT ASSESSMENT

Project Manager Wally Hibbard Date 16, August 1974

A. PROJECT IDENTIFICATION

Name of Project Denny Road Interchange Section

Location of Project Beaverton-Tigard Highway Highway

City Beaverton County Washington Region I

Est. Cost $ 2,864,000 (R/W & Constr. Only) Length 0.8 miles Prefix 134-1966

B. BRIEF GENERAL DESCRIPTION OF PROJECT

This project involves the construction of a full diamond interchange at Denny Road where it intersects the Beaverton-Tigard Highway. The interchange is to be a 4-lane overpass with appropriate on and off ramps. The purpose of the project is to provide a safer arterial facility providing both access to and from the Beaverton-Tigard Highway and east-west movement between S.W. Scholls Ferry Road and S.W. Hall Blvd. Construction will eliminate the necessity of traffic signals on the Beaverton-Tiagrd Highway at this intersection and will provide controlled access from Denny Road. Purchase of additional right-of-way is necessary. Right-of-way purchase will involve the acquisition of one single family dwelling.

C. STATUS OF FHWA-OSHD ACTION

		Date
System Action	☐	NA
Program (PE) Approval	☒	16, Feb. 1973
Corridor Approval	☐	
Design Approval	☐	
P.S. & E. Approval	☐	

D. PRELIMINARY STUDY REQUIREMENTS

	Yes	No
Study Area Environmental Inventory	☒	☐
Formal Environmental Classification Study	☐	☒
Formal Environmental Classification Study Completed	☐	☐

CATEGORY 3 PROJECT

E. STATUS OF PROJECT DEVELOPMENT

Reconnaisance	☐	Preliminary Design (Field)	☐	PNRS No.	_____
Location (Field)	☐	Preliminary Design (Office)	☒	Date A-95 Submitted	_____
Location (Office)	☐	Final Design	☐	Date Reply Received	_____
		Contract Plans Completed	☐	Reply Not Required	☐

F. STATUS OF PUBLIC HEARINGS

				Date
Hearing Not Required	☒	Corridor Hearing Held	☐	_____
Hearing Not Requested	☐	Design Hearing Held	☐	_____
Hearing Requested	☐	Combination Hearing Held	☐	_____

G. RESOURCE PERSONNEL ALLOCATION

PERSONNEL	EFFORT REQUIRED*			COMMENT
	MINIMUM	AVERAGE	MAXIMUM	
Biologist	XX			
Urban Economist				
Agricultural Economist				
Accoustical Engineer	XX			
Air Quality Engineer	XX			
Sociologist				
Urban Planner				
Landscape Architect				
Geologist				
Water Quality Project Manager	XX			Crossing of Fanno Creek.

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

H. BRIEF SYNOPSIS OF PROJECT

(Narrative)

TOPICAL AREAS

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

The project site is presently a signaled at grade intersection with left turn refuge lanes on the Beaverton-Tigard Highway. A Diamond interchange was planned for the intersection when plans were being formulated for the Beaverton-Tigard Highway but at that time construction was considered unlikely. Since that time the highway has assumed the complection of a controlled access expressway. The appearance of the signaled intersection can be confusing to the motorist that thinks he is on a controlled access highway. Deceleration and turning create a hazardous situation.

The project is a four-lane full diamond interchange crossing over the Beaverton-Tigard Highway. Additional scattered right-of-way purchase will be necessary to provide for a temporary detour and two permanent frontage roads. Acquisition will involve one single family residence and damage payments to another.

(Use more space if required)

I. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

1. RIGHT OF WAY REQUIREMENT

None or Not Significant [XX] Significant Amount [ ] (Explain and Assess)

Approximately nine small parcels of land will be acquired to provide detour and frontage roads. These parcels are scattered throughout the project length.

2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No [ ] Yes [XX] (Explain and Assess)

Traffic flow on Beaverton-Tigard Highway will be improved. The project will eliminate the need for traffic signals at the intersection. The project will eventually allow for an increased traffic load on S.W. Denny Road due to easier access and population increase.

b. Adjacent Land Use? No [XX] Yes [ ] (Explain and Assess)

Local trends in land use are shifting from single family residential to single family and mutiple family rental and commercial-industrial development.

c. Adjacent Land Access? No [ ] Yes [XX] (Explain and Assess)

Certain properties may be affected by changes in access or reconnection of existing driveways to new frontage roads.

I. BASIC CONSIDERATIONS (Continued)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No [X] Yes [ ] (Explain and Assess)

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

Design alternatives considered the construction of traffic loops in the S.W. quadrant of each intersection to eliminate the left turn process at the off ramps. This would require a great deal more right-of-way then the present proposal. The only other alternative is to have the intersection as it presently is.

5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

The change from an expressway to a freeway should not be controversial as road use is almost freeway-like now.

J. TYPE OF DOCUMENT REQUIRED

Draft E. I. S.	[ ]	Negative Declaration	[XX]	Statewide Negative Declaration	[ ]
Final E. I. S.	[ ]	Section 4(f)	[ ]	Environmental Assessment	[ ]

K. PRELIMINARY FHWA CONCURRENCE

Approval of Type of Document — FHWA APPR. LETTER 9-5-74 (Date) — FHWA AREA ENGINEER

BEN GIFFORD

8558

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 5, 1974

In reply refer to: 1041DA.1/310

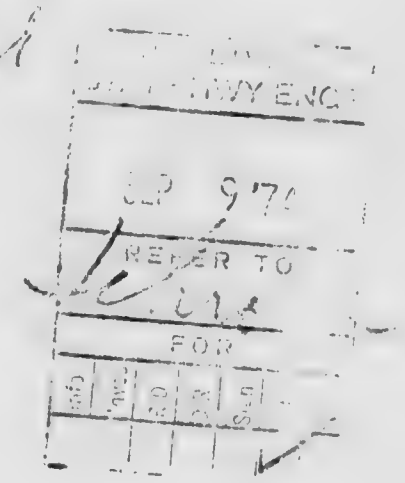
SUBJECT: Oregon Project US-466(-)
Denny Road Interchange Section
Environmental Assessment Report

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject Environmental Assessment Report submitted with Mr. Rulien's August 22 letter has been reviewed. This office concurs that a Negative Declaration would be appropriate for the proposed project; however, due to changes in the access to several industrial properties west of the railroad as well as minor changes to residential accesses east of the interchange a public hearing or at least the opportunity for a public hearing is considered necessary.

for G. L. Green



ORIGINAL TO
Rulien - 1A4
Copy - Potter
9-10-74

8558

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FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 22, 1974

TO MEMORANDUM TO THE FILES

FROM D. N. Stoudenmeyer, Preliminary Design Supervisor

SUBJECT Denny Road Interchange
Beaverton-Tigard Highway
Washington County

NOTED
E. S. HUNTER

Due to the need to utilize the funds for both Allen Avenue and Denny Road Interchange within a reasonably short length of time, it will not be possible to hold up the Denny Road project until Allen Avenue is completed and open to traffic. This fact will make it necessary to provide a detour at Denny because Washington County and the City of Beaverton will only permit closure of Denny Road if Allen Avenue Interchange is completed first and open to traffic.

DNS:jh
cc: E. S. Hunter
E. L. Hardt
J. B. Boyd
Victor Wolfe
F. E. Terpin

RECEIVED
AUG 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8558

144

Salem, Oregon

November 1, 1973

L. W. Rulien, Region I Engineer

D. N. Stoudenmeyer, Preliminary Design Supervisor

Denney Road Interchange
Beaverton-Tigard Highway
Washington County

Attached is a print of the field map of the subject interchange and a letter from City Engineer J. F. Jackson to Jim Cochelle. The second paragraph suggests some revisions to the proposed access and detour roads. On the basis that a detour will be employed to keep Denny open; the map shows our proposed revisions. We have hooked the northerly access road in east of 111th Avenue to save the high cost of right-of-way through the Propco land. Also, we feel the original plan connecting to 111th Avenue would cause problems at that intersection when cars back up on 111th Avenue across the proposed access connection.

On the south we have revised the access road to be opposite the northerly approach. The City suggested connecting opposite 111th Avenue, but it does not seem wise to damage the treatment plan that much.

We welcome your comments on this proposal.

1 2 3
Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV - 1 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

DNS:we
Attachments

CITY OF BEAVERTON

10 S. W. HALL BLVD. BEAVERTON, OREGON 97005 TELEPHONE 64

September 4, 1973

Mr. Jim Cochelle
Oregon State Highway Division
Design Section, Highway Building
Salem, Oregon 97310

Dear Jim:

I have had two discussions with Hank Brindley concerning the proposed interchanges at Allen and Denney on 217 and he suggested I communicate directly with you on some of the City's concerns with these projects. First, the City is of the firm opinion that a partial clover-leaf is required at Allen and 217; for your review a recent turning movement count at this intersection is attached. The conflicting movements at Allen north to 217 and westbound on Allen create a substantial problem now that would surely deteriorate with time if only relocated to an overhead structure. A clover-leaf on the south-east quadrant would greatly facilitate flow. Secondly, at Allen and 217 it is my feeling that the line should be shifted somewhat to the north since most of the north properties will have to be taken in total to accomodate the fill. This would ease frontage road access on the south side of the project and also would allow the southbound on-ramp to cross the railroad at grade with a relocation of the railroad signal presently in place. The Allen eastbound to 217 southbound is the third smallest move at the intersection and by so relocating it the winged ramp structure on the over-crossing southbound could be eliminated. Secondarily the water lines at both interchanges will have to be relocated and the City needs definite information fairly soon on this relocation.

At the Denney Road interchange the City desires to have S.W. 111th line up with the frontage road on the south. And further, that a frontage road be considered on the north side to the Portland General Electric site to obviate the large, unsightly fill required to ramp

Jim Cochelle
Oregon State Highway Division II September 4, 1973

down with the consequent taking of property; and as well as improving access to the Industrial Park. I would like to get together with you at your earliest convenience to discuss this issue.

Very Truly Yours,

Joe

Jos. F. Jackson, P.E.
City Engineer

JFJ:t
cc: City Manager, Laurence R. Sprecher
Oregon State Highway Division, Adrian Olson

9558 D 144

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE August 31, 1973

TO D. N. STOUDENMEYER
Preliminary Design Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Location Data - Denney Road Interchange
Beaverton-Tigard Highway
Washington County
Prefix 134-1966

As requested, additional data pertinent to the road connection opposite station 10+20, right side, has been completed and returned herewith find 1 copy detail map, 1 roll cross sections, and 1 field book.

9-5-73 We will use this plan SMH

As shown on the attached map, providing the 55' inside radius curves would make it necessary for additional right of way purchase, as anticipated. The taking could be held to a minimum disturbing only storage area, fence, and shrubs. No buildings, tanks, etc. would be affected. Replacement of a 8' high fence and suitable screening would have to be provided.

Information obtained from the Right of Way liaison agent indicates that this treatment plant is scheduled to be removed from service during 1975-76. With this thought in mind, maybe we should be thinking about moving this connection westerly and opposite 111th Avenue. The final report by the liaison agent, when completed, should provide the necessary information necessary to justify such a decision.

If additional information is needed, please advise.

Copy of letter with ink.

WFC/cr
Attachments
cc J. W. Cochell

1/2 Vorstenbosch, A. Olson, Tompkin, Scott, Swanson, R. Olson, Trout — SEP 6 - 1973 — ROAD SECTION

8558

8

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

3-1-73

Section: Denny Road Interchange
Highway: Beaverton-Tigard (FAR 628)
County: Washington
Prefix: 134-1966

Res. Engr.
Approx. Length 0.48 mile
Sta. M.P. 2.78 to Sta. M.P. 3.26
Date 3-15-73

Mean Truck A.D.T. 218
Traffic Coefficient 7.9
18 kip s. a. per day 43.3

Annual Precipitation ± 44"
Frost Penetration - - -
CBE Total Requirement 25.0"

(1)

Typical Soil

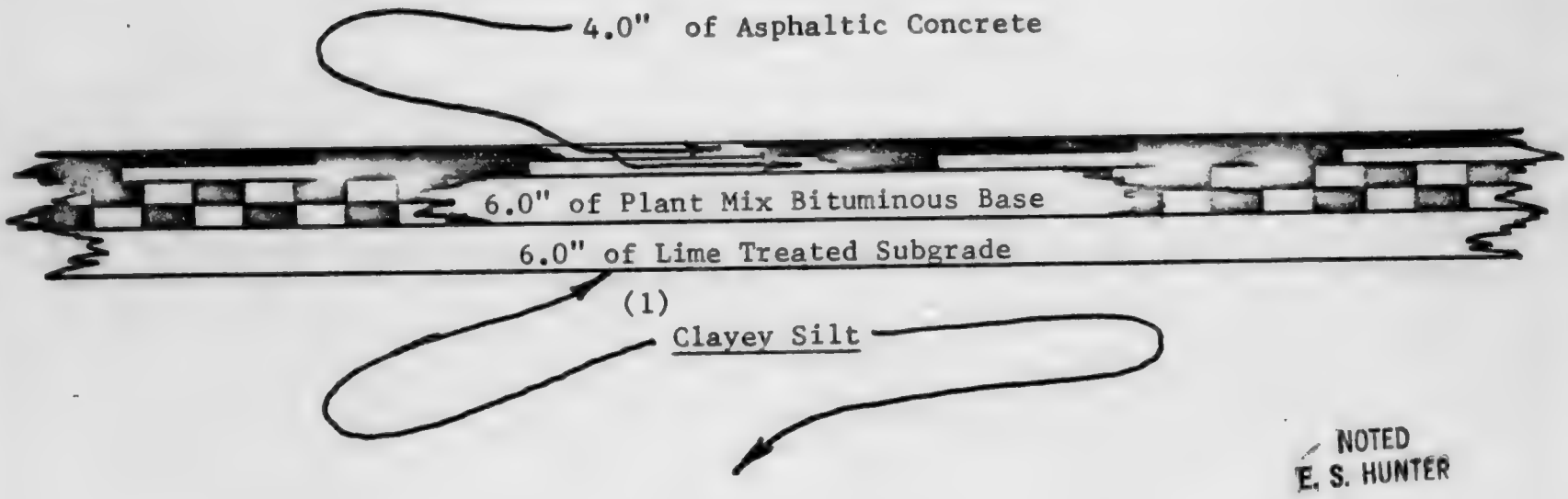
29 LL
5 PI
98 %P 10
83 %P 200
2 % Gravel
3 % C Sand
12 % F Sand
62 % Silt
21 % Clay
10 R Value
A-4 AASHO Classif.

Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
8.0"	4.0"	A.C.
11.0"	6.0"	P.M.B.B.
6.0"	6.0"	L.T.S.
25.0"	16.0"	

STRUCTURAL SECTION



NOTED
E. S. HUNTER

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
MAR 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

SECTION: Denny Road Interchange

HIGHWAY: Beaverton-Tigard FAR 628

COUNTY: Washington

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	3/4"-0 *Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	3.0"	---	11.5"	24.0"	18.0"
6.0 - 7.0	3.0"	---	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	---	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Denny Road Interchange

HIGHWAY: Beaverton-Tigard (FAR 628)

COUNTY: Washington

4,500 Present ADT (1973)

2.8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	78	2.5	195	137	450	61,650
3	28	2.5	70	49	1000	49,000
4	6	2.5	15	11	1250	13,750
5	12	2.5	30	21	3180	66,780
6	0	---	---	---	2570	- - -
				218	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 191,180

TWENTY YEAR EWL 3,823,600

TRAFFIC COEFFICIENT 7.9

SECTION: Denny Road Interchange

HIGHWAY: Beaverton-Tigard (FAR 628)

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made, see remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., P.C.C., or Oil.
7. Stage Construction: Not part of Design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section (an interchange) meeting A.C. surfacing.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-16-73

BY (Signature): MR. YOUNG'S FEBRUARY 1, 1973 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 168 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
168	US 466(12)	0.0	176,700	112,300	ALLEN AVENUE & DENNY ROAD INTERCHANGES, WASHINGTON COUNTY	PRELIMINARY ENGINEERING

RECEIVED
STATE HWY ENGR
FEB 20 '73
REFER TO
Young

Copy to
2-20-73

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN APPROVAL OF ENVIRONMENTAL IMPACT STATEMENT.

UPON APPROVAL OF THE ENVIRONMENTAL IMPACT STATEMENT YOU ARE THEN AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING FOR PS&E PREPARATION.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-16-73	VERNON V. CUSACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-28
(Rev. 6-71,

GPO 915-690

8558

8

C. L. Green, Division Engineer
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

February 1, 1973

L. H. Young
Office Engineer

Program Data Submission
Project No. US-466(12)

We are submitting program data for one Urban Project, Item No. 163, Project No. US-466(12), Allen Ave. and Denny Road Interchanges, which we desire to have included in the Federal-aid Urban Program.

The program includes all phases of preliminary engineering and we hereby request, concurrently with approval of the program, authorization to proceed with the preliminary engineering necessary for preliminary surveys, plans, estimates and preparation of the environmental impact statement. We further request your authorization to proceed with preliminary engineering for P.S. & E. preparation upon receipt and approval of the environmental statement.

Overall design approval was considered given under the Secondary Road Plan prior to January 18, 1969; the effective date of current PPM 20-8, for Projects S-466(1), US-466(2) and SU-466(7) under which the major right-of-way acquisition and roadway construction of this section of highway was accomplished. These interchanges were shown as future construction on the plans for the aforesaid projects; therefore, they are considered a part of the ultimate design of the facility even though accomplished under a separate project. A copy of a memo to the file, dated February 16, 1971, with facts attesting to the aforesaid statement was forwarded to FHWA under separate cover.

State and District Clearinghouse reviews of this project are not required under the provisions of paragraph 2(b) of BI 50-1-70 as a substantial amount (+90%) of the right-of way was acquired prior to September 30, 1969.

An environmental statement will be prepared and submitted under separate action.

DAR:bb

Budget Bureau No. 41-R20

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (18) (20)	SR 217 Beaverton S. City Limits N. 0.6 Mi. 21 68	ADT	* (66)	* (70)	93 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	Preliminary Engineering 26 62	(63) (65)	(66) (69)	(69)	(70)	(71)	(72) (73)	(74) (78)	US- 14 23	466(12) 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Urban	Washington	(11)
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S	FEDERAL-AID 628 (32)
		STATE 144 (36) (37)	U.S.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		SR 217 Beaverton S. City Limits to N. 0.6 Mi.	0.00	176,700	112,300	64,400	
5					ROW							
5					CONST (CODE)		(Allen Ave. & Denny Road Interchanges)		(4,120,000)			
							PROJECT TOTALS	0.00 (16)	176,700 (29)	112,300 (24) (33)	64,400	

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional Data: Items 724, U
S-466(1), US-466(2) and SU-466

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 217 Beaverton S. City Limits N. 0.6 Mi.	ADT	*	*	93	10	Oregon	35	032	168

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
neering								US-	466(12)			

NDS	COUNTY NAME	CODE	PROGRAM STAGE
Urban	Washington	067	1 OR X 2
Portland	ROUTE NO. S / FEDERAL-AID 628 / STATE 144 / U.S.		

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 217 Beaverton S. City Limits to N. 0.6 Mi.	0.00	176,700	112,300	64,400		P.E. all phases incl. P.S. & E. prep. & P.E. by Utility & RR forces. (Future const. of on and off ramps plus grade separation structures to provide for full diamond interchanges.)
ROW								
CONST (CODE)		(Allen Ave. & Denny Road Interchanges)		(4,120,000)				ROW-180' min.; Access Control-partial; Parking Restrictions-complete.
BY		PROJECT TOTALS	0.00	176,700	112,300	64,400		

APPROVAL DATES

REMARKS

Additional Data: Items 724, U-118A and 962; Projects S-466(1), US-466(2) and SU-466(7), respectively.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

ALLEN AVE. AND DENNY ROAD INTERCHANGES
PROJECT NO. US-466(12)

REMARKS - continued

Project Data: The work on this project consists of all phases of preliminary engineering including P.S. & E. preparation and preliminary engineering by utility and railroad forces for the future construction required to provide for full diamond grade sepated interchanges at both Allen Avenue and Denny Road.

System Action, Airports, Water Developments, Historical and Recreation Areas: None involved.

Public Hearing: Held April 12, 1960.

Design Approval: Overall design approval was considered given under the Secondary Road Plan prior to January 18, 1969, the effective date of current PPM 20-8, for Projects S-466(1), US-466(2) and SU-466(7) under which the major right-of-way acquisition and roadway construction of this section were accomplished. These interchanges were shown as future construction on the plans for the aforesaid projects; therefore, they are considered a part of the ultimate design of the facility.

State and District Clearinghouse Review: Exempt under paragraph 2(b) of IM 50-1-70 as a substantial amount (+90%) of the right-of-way was acquired prior to September 30, 1969.

Environmental Statement: The environmental statement will be submitted under separate action.

Information for PR-37:

Preliminary Engineering	
Field	$ 49,700
P.S. & E. Preparation	127,000
Total	$176,700

*Traffic Data	1973 ADT	1993 ADT
Allen Ave. Interchange	25,500	49,600
Denny Rd. Interchange	23,500	48,000

8558

1 Hall
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 15 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

P.O. Box 02157 Portland 97202 January 11, 1973

144

Mr. Kayo J. Won
Senior Planner
Department of Environmental Quality
City of Beaverton
4950 S.W. Hall Blvd.
Beaverton, OR 97005

Re: Bevest, Inc.
Proposed Access
Denney Road
Beaverton-Tigard Hwy
Wash. Co.

Dear Mr. Won:

A review has been made of the proposed access to Denney Road as shown on the preliminary subdivision plat for the industrial park in relationship to our proposed interchange at said location.

Reviewing our preliminary interchange design and looking specifically at the grades and embankment heights, which would be encountered, Denney Road would be descending on approximately a 6 per cent grade with approximately 27 feet of embankment being required at this location. Due to the conditions that will occur upon completion of the Denney Road Interchange, it would seem that even the developer would be anxious in redeveloping his plat so as not to incurr loss of property due to the excessive embankment he would have to make to connect as proposed.

Shifting the proposed access to the west would reduce the amount of embankment but would cause undue traffic congestion with two (2) approaches being that closely related to each other and remembering that this is a two-lane facility without a median.

We can only recommend that the proposed approach not be allowed, and a redesign of the plat be made to better use the existing connection.

As you mentioned, the tentative construction date is still April, 1974, or later.

Thank you for giving us this opportunity to make comments on this proposal. The proposed design of Denney Road Interchange is now being developed by our Resident Engineer, Mr. Jim Cockell, 2131 S.W. Sobolls Ferry Road,

Portland 97225, and any additional details can be obtained from Mr. Cochell at his office.

Very truly yours,

L. W. Rilien
Regional Engineer

WFC/pb

bcc: Jim Cochell
Harry Woodward
Frank Hall
Victor Wolfe

8558

RECEIVED
AUG 28 1972
FOR FILING

August 22, 1972

Mr. Neil A. Austin
Glasco, Inc.
2636 N. W. 26th Avenue
Portland, Oregon 97210

Dear Mr. Austin:

Thank you for your letter of August 11 requesting information concerning construction by the Oregon State Highway Division of an overpass on the Beaverton-Tigard Highway at S. W. Denney Road.

At the present time, we are contemplating the construction of an overpass and interchange on the subject highway at S. W. Denney Road and our tentative schedule provides for a possible calling for bids in July or August of 1974. This date is tentative since we will be involved with preparation of plans, holding of hearings, and the preparation of an environmental statement prior to the letting of bids.

Our federal financing for the next few years is most uncertain at this time and has a direct bearing on our contracting schedules. It is quite possible that this project may be delayed not only due to hearings, et cetera, but because of financing.

Our final plans for an interchange of this kind will include landscaping of the interchange area either with the original contract or in a subsequent one.

Sincerely,

George M. Baldwin
Administrator of Highways

AEJ:ja

cc Tom Edwards
F. B. Klaboe
A. E. Johnson
Walt Hart

AEJ - R/O for GMB
copies:
TE
FBR

GLASCO, INC.
2636 N.W. 26TH AVENUE
PORTLAND, OREGON 97210
TELEPHONE 226-2511

August 11, 1972

Mr. George Baldwin, Administrator
Oregon State Highway Commission
Oregon State Highway Building
Center & Capitol Street
Salem, Oregon 97310

Subject: Request for information on landscaping to be included in future construction of an overpass at Highway 217 and S. W. Denney Road Beaverton, Oregon

Gentlemen:

This letter is being written to you at the suggestion of Mr. Roy Olson of the Oregon State Highway Commission in Salem, with whom I discussed the information contained in this letter.

Glasco, Inc is the owner of an Industrial Park Site of approximately 27 acres at the S. W. corner of the subject intersection. Our North property line abuts the property line of the Oregon State Highway Commission of a 50 foot strip between our property and S.W. Denney Road.

Our Company presently has a building permit and is constructing a 48,000 sq. ft. warehouse addition on our Industrial Park Site. Our construction plans and specifications for this project, known as Denney Road Building No. 5, included a landscape plan. This landscape plan anticipated landscaping the Oregon State Highway Commission's 50 foot strip of property between our North property line and S.W. Denney Road. Such landscaping was to be done only after receiving permission from the appropriate OSHC official. Such permission is presently pending at the Sylvan Maintenance Office in Portland.

At the time such permission was originally requested, we learned that OSHC construction of an overpass at the subject intersection is planned within an approximate two year period. We understand that a part of such construction, the Highway Commission would in the course of construction routine landscape the same 50 foot strip currently included in our landscape plans described above. On obtaining this information of the overpass construction pending, I informally requested the City of Beaverton Building Department to allow us to modify our landscape plan for that 50 foot strip. The modification was to be only to the extent of not planting any permanent shrubs or trees that were included in our plans for that 50 foot strip since such shrubs and trees would later be destroyed or replaced in the OSHC overpass construction.

The City of Beaverton Building Department requested that prior to their consideration of such a modification of our landscape plan that we provide them with an OSHC tentative sketch for this overpass indicating that landscaping would be furnished at this same location.

The purpose of this letter is to request such a sketch or plan showing landscaping by OSHC at this point. If such a tentative plan is not in existence now, a letter from the office of the OSHC stating such construction is pending within an approximate two year period and that at that time landscaping would be accomplished by the OSHC, would probably be accepted by the City of Beaverton Building Department.

Thank you for your consideration of this unavoidably lengthy letter. We will appreciate a reply from you as promptly as possible as we have to finalize our landscaping arrangements shortly.

Sincerely,

GLASCO, INC.

Neil A. Austin

NEIL A. AUSTIN

NAA/csp

Noted
Gary L. Ross

RECEIVED
AUG 14 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

8559 Spray-Kimberly Section of 1977
John Day Highway
(Grading, paving & structure) [redacted]

#9559 Y-22-50

GOVERNMENT PRINTING OFFICE: 1974 — 732-628

nig

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Wheeler	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1-22-80	David B. Carter, Area Engineer		F-6(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
7-22-78	2-13-79	270/300=90 %	300 calendar work days
APPROVED EXTENSIONS	**LOCATION**		
None			

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

M.P. 93.3 - MP 95.7 UNIT, SPRAY-KIMBERLY
JOHN DAY HIGHWAY
Grading, Paving & Structure

This project provided for the reconstruction of approximately 2.4 miles of the John Day Highway.

The final cost of the original contract items was $1,064,872.80. The contract amount was $1,034,678.00. The final cost of the project, including engineering and all changes, was $1,223,713.80.

A final inspection of the completed work was made on August 28, 1978.

The project signing and striping are complete.

All participating work on the project has been completed.

RECEIVED
STATE HWY ENGR
FEB 1'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

2-1 cy Keasey

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8559

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8559

Salem, Oregon

July 23, 1979

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: Spray-Kimberly Section
FAP No. F-6(1)
Contract No. 8559
Recomputed Price Adjustment for
Non-Spec A.C. Mixtures

The price adjustment for non-spec Class "B" or "C" A.C. mixture has been recomputed in accordance with our March 1978 agreement with the FHWA.

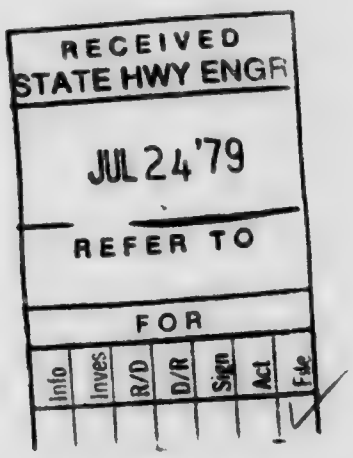
Bid Item	Amount P.A. #8	Recomputed Amount
#20 - Class "B" or "C" A.C. Mixture	$1,719.17	$3,315.95

The difference in amounts is $1,596.78. The amount to be credited to the project on a nonparticipating basis is $798.39.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
W. E. Schwartz
W. C. Ferguson
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File



8559

May 23, 1979

Mr. Robert L. Miller
United Pacific Insurance Company
Bond Claim Department
P. O. Box 1216
Tacoma, WA 98401

Dear Mr. Miller:

We received Interstate Paving Co.'s claim in this office on May 11, 1979, which was filed against the E. R. Fegert Co. Contract No. 8559 in Wheeler County.

This contract was completed on July 22, 1978, and accepted by the State on February 13, 1979. The total amount paid on this contract was $1,070,087.52 which included $28,377.02 for work performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:dda

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 - 383-1481

May 21, 1979

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Mr. C. W. Head
Commission Services

Dear Mr. Head:

United Pacific Bond U-993860
Principal: Earl R. Fegert dba
E. R. Fegert Co.
Obligee: Oregon State Highway Commission
Contract: #8559, John Day Highway,
Wheeler County, Spray-Kimberly Section
Claimant: Inter-State Paving Co.

United Pacific, as surety on the Performance Bond on the above project, received a copy of the May 9th letter along with a Notice of Claim filed on behalf of Inter-State Paving Company for the sum of $41,290.37. We assume the State of Oregon also received the claim and would appreciate knowing the date on which it was received.

We also would appreciate your informing us the date on which this project was completed and accepted by the Department of Transportation. And, would you also kindly advise the amount of contract funds, including retained funds, withheld on this project by the State of Oregon, Department of Transportation.

Your prompt response will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

jc

Best personal regards!

NOTED
C. W. HEAD

RECEIVED
MAY 23 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8559

5351

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1979

IN REPLY REFER TO
FILE NO.

RECEIVED
MAY 18 1979
NORMA PAULUS
SECRETARY OF STATE

Heisler, Van Valkenburgh & Coats
Attorneys at Law
214 East Fifth Street
The Dalles, OR 97058

Attention: Mr. Stanley D. Heisler

FILED
MAY 18 1979
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of May 9, 1979, with attached claim of Interstate Paving Co. indicating that E. R. Fegert Co. owes them $41,290.37 for increased labor and materials.

This appears to be in connection with the E. R. Fegert Co. Contract No. 8559, the Spray-Kimberly Section of the John Day Highway in Wheeler County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Sincerely,

NOTED ON
5-22-79 dda

C. W. Head

C. W. Head
COMMISSION SERVICES

NOTED
C W HEAD

CWH:kkr
cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

E. R. Fegert Co.
P. O. Box 321
Othello, WA 99344

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FORM 731-0027

Heisler, Van Valkenburgh & Coats
ATTORNEYS AT LAW
214 EAST FIFTH STREET
THE DALLES, OREGON 97058

DONALD E. HEISLER
M. D. VAN VALKENBURGH
STANLEY D. HEISLER
J. THOMAS COATS

JOHN V. KELLY

TELEPHONE: (503) 296-4654

May 9, 1979

RECEIVED
MAY 10 1979
CONSTRUCTION
BRANCH

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Oregon State Highway Division
325 13th N. E.
Salem, Oregon 97301

Attention: Construction Claims

Re: Interstate Paving Co. - E. R. Fegert dba E. R. Fegert, Inc. #8559

Dear Sir:

Enclosed please find the Notice of Claim by Subcontractor pursuant to ORS 279.528.

Very truly yours,

Stanley D. Heisler

SDH:jes
Enclosure
cc: Richard Alexander

RECEIVED
MAY 11 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
W. HEAD

NOTICE OF CLAIM BY SUBCONTRACTOR

PURSUANT TO ORS 279.528

TO: Office of the Secretary of State
State Capitol Building
Salem, Oregon 97301
Attention: Public Records Division

Oregon State Highway Division
325 13th N.E.
Salem, Oregon 97301
Attention: Construction Claims

E.R. Fegert, Inc.
P.O. Box 321
Othello, Washington 99344

NOTICE HEREBY IS GIVEN that the undersigned Interstate Paving Co., an Oregon corporation, has a claim for materials provided and labor furnished and performed by Interstate Paving Co. on the subcontract agreement dated July 6, 1977 between E.R. Fegert, dba E.R. Fegert, Inc., in the sum $41,290.37 against the bond taken from United Pacific Insurance Company for the work of the construction of John Day Highway: Spray-Kimberly, Section M.P. 93.3 - M.P. 95.7; Contract No. 8559. Said claim relates to increased labor and material costs due to E.R. Fegert, Inc.'s failure to adhere to the time specified in the contractor's work schedule which was appended to and made part of the subcontract

agreement between Interstate Paving and Fegert dated July 6, 1977.

INTERSTATE PAVING CO.

By Mark V. Stinson
Mark V. Stinson, President

STATE OF OREGON)
) ss.
County of Wasco)

Personally appeared before me Mark V. Stinson, President of Interstate Paving Co., and acknowledged the foregoing instrument to be his voluntary act and deed.

Cynthia Talbot
NOTARY PUBLIC FOR OREGON
My Commission Expires: Oct. 14-1981

RECEIVED
MAY 11 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8559

9

May 9, 1979

Mr. Harold Lund
c/o T. J. Lund & Son
P. O. Box 448
John Day, OR 97845

Dear Mr. Lund:

You mentioned in your recent phone call that you have received no information concerning your claim in the amount of $1,431.45 for use of equipment filed against the E. R. Fegert Co. Contract No. 8559 in Wheeler County.

Our records indicate that your claim was filed with the Secretary of State on December 29, 1978, and was assigned File No. 5312. At that time, the surety and prime contractor were notified of this filing with the Secretary of State.

We will inform them of your phone inquiry to this office.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:kkr

bc: United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

E. R. Fegert Co.
P. O. Box 321
Othello, WA 99344

5

Salem, Oregon
March 23, 1979

Lyle K. Watson
Design Group Engineer

John R. Hagedorn
Resident Engineer

Spray-Kimberly Section
John Day Highway
Wheeler County
Contract #3559

This is to acknowledge the narrative report on the subject project.

Except for the problems caused by the slide and early rains, the project was completed according to planned quantities.

LKW:cj
cc: C. T. Keasey
W. E. Schwartz

NOTED
D. O. Christensen

Spray-Kimberly Section
M.P. 93.3-95.7 Unit
P.A. Project #F-6(1)

John Day Highway
Wheeler County
Contract #8559

NARRATIVE REPORT

This contract was for grading, surfacing & paving of 2.4 miles of the John Day Hwy. between the City of Spray & the Junction of the John Day Hwy. with the Heppner-Spray Hwy in Wheeler County. The project included the construction of a bridge at Haystack Creek. The project was awarded to E.R. FegertCo. July 6, 1977. Estimated completion date July 31, 1978. Actual completion of all roadway items, with the exception of some minor corrective guard rail work, was June 5, 1978.

Work began July 11, 1977 & all major items except for hanging of the guardrail and paving were completed by Dec. 3, 1977.
A cut slide occurred at Sta. 120+/- on Sept. 9, 1977. The slide removal work resulted in an excess of common excavation material which was used in random fills & slope flattening, resulting in changes in planned quantities for drainage pipe & guard rail. There were also changes in the planned stage construction as a result of the slide which affected planned flagging & pilot car quantities. Slide correction measures consisted of re-sloping to the materials natural ground line above the slide, removing most of the loose slide material & "dishing" out the remainder of the slide area and leaving a flat fall-out area at the base of the slide.
Un-expected early heavy rains necessitated the placing of some pit run subbase material in order to maintain traffic through the project. This material was lost insofar as surfacing was concerned resulting in an over-run on planned pit-run base quantity.

The structure at Haystack Creek was started Sept. 13 & completed October 19, 1977. No unusual problems were encountered. A price agreement was negotiated to delete the bid item Asphalt-Rubber Chip Seal on this bridge.

The contractor started paving Tuesday Nov. 29, 1977 at noon. He was shut down on Wednesday Afternoon because he was unable to meet specifications. The problem was traced to segregation in the 1/4"-0 aggregate stockpile. No further paving was attempted until May 16, 1978.
The paving contractor brought in a 2,000 lb. batch plant with a screening unit to re-process the segregated aggregate. Paving was completed May 31, 1978. Shoulders, clean-up & the hanging of guard rail was completed June 3, 1978.
Minor corrective work on guard rail at the Haystack Creek bridge delayed the actual completion of all work until July 22, 1978.

John R. Hagedorn
Resident Engineer

by William Ivie
H. E. I.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 29 1979
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

REFERRED TO
Beard
Cole
Sample
Ward
BY FINAL DESIGN ENGINEER

Please Ltr of acknowledgement

Spray-Kimberly Section
MP 93.3-95.7 Unit
John Day Highway

Wheeler County
Contract #8559
Prefix 35-1034

STATEMENT OF OVERRUNS/UNDERRUNS

Authorization		Semi-final		% + or -
Contract amount	$1,034,678.00	$1,064,827.00		+2.9%
Slide Correction	2,500.00	16,051.29		+542.1%
Permanent Signing	1,000.00	1,000.00	No billing	
Perm. Pavement Striping	1,200.00	541.49		-54.9%
Temp. Pavement Striping	2,000.00	541.49		-72.9%
Temp. Erosion Control	2,000.00	0.00		-100%
On-the-job Trainees	800.00	693.60		-13.3%
State Responsibility for Damages	500.00	0.00		-100%
Adjust Utilities:				
Columbia Power Coop.	6,000.00	6,000.00	No billing	
Fossil Phone Exchange	2,500.00	2,500.00	No billing	
Adjust pipes (Sta. 150+90 & 159+90)	3,000	0.00		-100%
Contingencies	47,528.01	31,924.02		-32.8%
Engineering	84,494.24	104,015.38		+23.1%
	$1,188,200.25	$1,228,144.27		+3.4%
PENALTY/non-spec. A.C. Mat'l.		- 1,719.17		
		$1,226,425.10		+3.2%

STATEMENT OF OVERRUNS & UNDERRUNS

Spray-Kimberly/MP 93.3-95.7 Unit
John Day Highway
Wheeler County

Contract #°559
Prefix 35-1034
F.A. #F-6(1)

		% + or -
Item #1. Mobilization		
Contract	Lump Sum	
S.F.	Lump Sum 100%	00%
Item #2. Temp. protection & direct traffic	Lump Sum	
Contract	Lump Sum	
S.F.	Lump Sum	00%
Item #3. Temporary Signs		
Contract	300 Sq. Ft.	
S.F.	662.7 " "	+69.9%

A Slice occured, necessitating additional signs. See Item # 4

Item #4. Temporary Barricades		
Contract	4 each	
S.F.	5 each	+25%

Extra barricade necessary due to slide. Only 1 lane of base lift pavement was placed prior to winter shutdown. This also required additional signing/abrupt edge & do not pass, etc.

Item #5. Temp. continuous rail traffic barriers, reflectorized		
Contract	200 L.F.	
S.F.	200 L.F.	00%
Item #6. Flagmen		
Contract	1,200 hour	
S.F.	2,150 hour	+79.2%

Project was obviously set up for a two season job. While the final paving & some guard rail work did dribble into the 2nd. season, the bulk of the work was completed the initial year. Therefore it appears that not enough hours were planned.

Item #7. Pilot Car		
Contract	100 hour	
S.F.	481 hour	+381.0 %

See Item #6 above. Also, in many instances, from 2 to 4 flagmen were not used by utilizing the pilot car system.

Item #8. Clearing & grubbing		
Contract	Lump Sum	
S.F.	Lump Sum 100%	00%
Item #9. Removal of structures & obstructions		
Contract	Lump Sum	
S.F.	Lump Sum 100%	00%
Item #10 Ditch excavation		
Contract	65 C.Y.	
S.F.	27.69 CY	-57.4%

Excess material from the slide was utilized in random fills, etc. thereby eliminating the need for some culverts & ditches excavation.

Item #11. General excavatio

Contract 253,600 CY
S.F. 275,355.3 CY +8.6%

Pay quantity over 8.6% due mostly to slide removal.

Item #12. Rock Embankment
Contract 140 CY
S.F. 00 -100%

Rock from Sta. 120 slide was hauled into the area as a normal course of operations & there was no 'selection' per se.

Item #13. Overhaul. See P.A. #1.

Item #14. Trench Exc.
Contract 555 CY
S.F. 179.28 CY -67.7%

See explanation for item #10.

15. Finishing roadbed & slopes.
Contract Lump Sum
S.F. Lump Sum 100% 00%

Item #16. Watering
Contract 2,500 M. gal.
S.F. 2,201.1 M. Gal. -12.0%

More rock excavation was encountered than originally anticipated, hence less water was needed.

Item #17. Grid-rolled aggregate subbase.
Contract 21,800 Ton
S.F. 25,755.78 Ton +18.1%

Unexpected early rains necessitated the placing of some pit run subbase material in order to get traffic through the project. This material was lost insofar as surfacing was concerned. Also spot checks showed that possibly the material was placed at a slightly greater depth, 9" vs 8½". A half inch would account for approx. 1250 tons.

Item #18. Grid roller with tractor.
Contract 80 hour
S.F. 75 hour -6.3%

Slight underrun of item-75 hours was all that was needed for project work.

Item #19. 3/4"-0 aggregate base.
Contract 13,600 Ton
S.F. 11,123.19 Ton -17.8%

After slide occured which wiped out part of the stage construction, the constructio n efforts were mainly directed towards the slide removal & repair. By the time these efforts were completed, inclement weather precluded oiling, hence the underrun.

Item #20. Class "B" A.C. mixture
Contract 6,860 Ton
S.F. 7,274.14 ton +6.0%

Slight overrun due to bad start of paving in the fall & carryover into spring. caused the need for additional A.C. material.

Item #21. Asphalt cement in mix
Contract 450 ton
S.F. 369.046 ton -18.2%

Mix design for 5.0% A.C. evidently much lower than originally estimated.

Item #22. Asphalt in tack coat.
Contract 3 ton
S.F. 4.06 ton +35.3 %

& 0.0237 gal./sq. yd. shot was placed. Evidently underestimated originally.

Item #23. 3/4"-0 aggregate in prime coat.
Contract 300 ton
S.F. 374.01 ton +24.7%

Bleeding & pickup occured which prompted inspector to sweeten with more rock.

Item #24. MC-250 asphalt in prime coat.
Contract 37 ton
S.F. 23.695 ton -36.0%

After slide occured which wiped out part of the stage construction, the construction efforts were mainly directed towards slide removal & repair. By the time these efforts were completed inclement weather precluded oiling, hence the underrun.

Item #25. 12-inch culvert pipe.
Contract 1,000 L.F.
S.F. 584 L.F. -41.6%

See explanation for item #10.

Item #26. 18-inch culv. pipe
Contract 566 L.F.
S.F. 614 L.F. +8.5%

Overrun due to some additional pipe needed to solve drainage problems.

Item #27. 24-inch culvert pipe
Contract 212 L.F.
S.F. 234 L.F. +10.4%

Overrun due to explanation of item #26.

Item #28. 30-inch culvert pipe.
Contract 250 LF
S.F. 160 L.F. -36.0%

See explanation for Item #10/

Item #29. Guard rail, type 2
Contract 7,150 L.F.
S.F. 5,540 L.F. -22.5%

The type 2 guard rail at the Haystack Cr. Bridge was changed to type 2-A as per revision after contract letting.

Item #30. Guard rail, type 2A.
Contract 800 L.F.
S.F. 1104.00 L.F. +38.0%

See explanation for item #29.

Item #31. Guard rail anchors, Type I
Contract 8 each
S.F. 9 each +12.5%

Rock bank precluded buried end at Sta. 122. Type 1 anchor used in lieu of type2, thereby using one additional type 1.

Item #32. Guard Rail Anchors Type 2.
Contract 7 each
S.F. 4 each -42.9%

One type 2 eliminated as per above & two type 2 eliminated when construction of a random fill Sta. 90-97 negated need for the guardrail run planned for that area.

Item #33. Rail end pieces, Type B.

Contract 1
S.F. 1 00%

Item #34. Rail end pieces, Type C
Contract 8 each
S.F. 9 each +12.5%

See explanation Item 31 above.

Item #35. Type 2 Fence.
Contract 19,600 LF
S.F. 23,096.4 LF +17.8%

The amount shown on the plans totalled 22,270 L.F., the amount shown in the plan summary & in the contract bid schedule is 19,600 L.F. which is in error. The actual amount of overrun is 3.7%.

Item #36. 16 ft. gates.
Contract 8 each
S.F. 8 each 00%

Item #37. 24 ft. double gates.
Contract amount 2 each
S.F. 2 each 00%

Item #38. Extra for asphalt approaches.
Contract 10 each
S.F. 10 each 00%

Item #39. Loose riprap, Class 100
Contract 100 CY
S.F. 88.9 CY -11.1%

The amount placed was sufficient.

Item #40. Loose riprap, Class 700.
Contract 250 C.Y.
S.F. 196.1 C.Y. -21.6%

The amount placed was sufficient.

Item #41. 24 ft. cattle guard.
Contract 1 each
S.F. 1 each 00%

Item #42. Delineators
Contract 110
S.F. 110 00%

Item #43. Roadside Seeding & Mulching
Contract See P.A. #6.

Item #44. Bridge Removal Work
Contract Lump Sum
S.F. Lump Sum 100% 00%

Item #45. Shoring & Cribbing
Contract Lump Sum
S.F. Lump Sum 100% 00%

Item #46. Structure Excavation
Contract 50 CY
S.F. 73.5 CY +47.0%

Original estimate evidently in error.

Item #47. Furnish HP 10x42 steel piling.

Contract 280 L.F. 00%
S.F. 280 L.F.

Item #48. Drive Steel Piles
Contract 8 each 00%
S.F. 8 each

Item #49. Splice steel piles
Contract 2 each 00%
S.F. 2 each

Item #50. Structural concrete, Class 3300
Contract Lump Sum 00%
S.F. Lump Sum 100%

Item #51. Prestressed slabs, 4x25x130
Contract 9 each 00%
S.F. 9 each

Item #52. Reinforcement
Contract Lump Sum 00%
S.F. Lump Sum 100%

Item #53. Metal Rail
Contract 38 LF -1.1%
S.F. 37.6 LF

Underrun due to rounding off pay length.

Item #54. Asphalt-Rubber Chip Seal
Item deleted. See PA #5. 00%

PA #1 Overhaul Lump Sum All 100%

PA #2. Documentation Only

PA #3. Trainees
Estimated 1000hrs. -13.3%
SF 867 hr.

Only 867 hours used for trainee.

PA#4. Documentation Only.

PA #5. Delete Item #54.

PA #6. Increase Item #43 Seeding & mulching
Estimated 30 acres -2.0%
S.F. 29.4 acres

Slight underrun of estimated quantity. 00%

PA#7. Material removal & use. Lump Sum

Form E-366 (Rev. 5-63)

REFERRED TO
Beard Stoudenmayer
Coie Sample
Eriksen ✓ Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

CONSTRUCTION ENGINEER'S STATEMENT

Prefix 35-1034 Section Soray-Kimberly/MP 93.3-95.7 Unit Date July 1978

Contract No. 8559 FA No. F-6(1) Highway John Day

Date contractor actually started work July 11, 1977 Completed

Yes	No	N/A*		
☑	☐	☐	1.	Has project been completed within station to station limits set up in the contract?
☐	☑	☐	2.	Have all important alignment points been permanently referenced?
☑	☐	☐	3.	Have all R/W negotiations been completed? If not, give full report.
☑	☐	☐	4.	Have all R/W markers been set? If not, give location and reason.
☐	☑	☐	5.	Is there any encroachment on the R/W (except power and telephone lines)? Give locations.
☐	☑	☐	6.	Does the road or R/W encroach on anyone's property? Give locations.
☐	☐	☑	7.	Has all old R/W been definitely disposed of?
☑	☐	☐	8.	Has the supporting data for all quantities been included in your final report and estimate?
☑	☐	☐	9.	Has the final 1"=100' constructed line map been prepared and submitted?
☐	☐	☑	10.	Have you listed the field engineering notes, records and data on hand which you are not sending in along with your final estimate? (Do not include weekly reports and correspondence.)
☐	☑	☐	11.	Do you expect the contractor to file any additional claims? If so, make detailed report.
☐	☑	☐	12.	Is material still available at the quarry, gravel pit, or talus deposit? If so, state approximately the amount.
☐	☑	☐	13.	Is the material source suitable for future operations?
☐	☐	☑	14.	Have you reported stockpile distribution to the DMS? If not, furnish him with complete tabulation together with cost of materials at each site.
☐	☑	☐	15.	Have you submitted your Bench Mark report in accordance with Article 2.2.11., Technical Bulletin No. 19?
☑	☐	☐	16.	Have you determined the exact quantity, and submitted supporting data, together with price agreement covering the purchase of excess asphalt, aggregates, cement adjustment, or any other surplus items which would be of value for future maintenance and which the contractor agrees to sell at cost only?
☑	☐	☐	17.	Have all right of way agreements as indicated on the options been completed to the satisfaction of the grantor?
☑	☐	☐	18.	Has the narrative report been prepared and included?
☐	☑	☐	19.	Has the Soils profile been prepared and included?
☑	☐	☐	20.	Have the required contractors' payrolls been submitted?
☑	☐	☐	21.	By careful sampling, it has been determined that: a. Wages paid laborers and mechanics are at rates not less than those specified in the contract provisions. b. The work performed by each specific class of employee conforms to the classification set forth in the contract provisions. c. The classifications are correct and there is no evidence of a disproportionate employment of laborers, helpers or apprentices, indicating avoidance of minimum wage rate provision.
☑	☐	☐	22.	During the course of the project, a diligent effort was made to uncover any unapproved subcontracts and all such cases found were reported.
☐	☐	☑	23.	All temporary signs have been stored and the required master list submitted with the semi-final estimate and a copy sent to the Division Office.

* Non Applicable

(Signed) _____ Resident Engineer

Versteeg
Christensen Do
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 29 1979
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

State Printing 51041

8559

9

February 26, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On February 15 we wrote to you concerning release of final payment on Contract No. 8559 awarded to E. R. Fegert Co. for work on the Spray-Kimberly (M.P. 93.3-M.P. 95.7 Unit) Section of the John Day Highway in Wheeler County.

Final payment on this contract is $8,391.93 and the total contract amount is $1,070,087.52 including $28,377.02 for work performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc E. R. Fegert Co.
P. O. Box 321
1285 Broadway
Othello, WA 99344

bc C. T. Keasey
Walt Hart
Wendell Schwartz

8559

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1979

E. R. Fegert Co.
P.O. Box 321
Othello, WA 99344

Re: Contract 8559

Gentlemen:

This contract has been finalled. This releases the $45,000.00 securities posted in lieu of retainage on this project.

Please notify this office as to the disposition of these securities.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Peoples National Bank of Washington

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

Form 734-3122 (Rev 7-77)

8559 / 5312

bc Secretary of State: ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 28, 1978

FILED
DEC 29 1978
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
DEC 29 1978
NORMA PAULUS
SECRETARY OF

T. J. Lund & Son
P. O. Box 448
John Day, OR 97845

Gentlemen:

This will acknowledge receipt of your claim letter of December 15, 1978, with attachments, informing us that E. R. Fegert, Inc., owes you $1,431.45 for use of equipment.

This appears to be in reference to the E. R. Fegert Co. Contract No. 8559 for grading, paving and structure on the Spray-Kimberly Section of the John Day Highway in Wheeler County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

NOTED ON CARD
1-5-79 dda

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
JAN 4 - 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:dda

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

E. R. Fegert Co.
1285 Broadway
P. O. Box 321
Othello, WA 99344

P.S. Photocopies of Senter Tool statements to T. J. Lund and to E. R. Fegert, and miscellaneous correspondence between T. J. Lund and E. R. Fegert are on file in the Commission's files, Salem.

T. J. Lund & Son — General Contractor

211 WEST CHESTNUT • WALLA WALLA, WA. 99362 • PHONE (509) 525-3683

P.O. Box 448, John Day, OR. 97845 Phone 503-575-1054

December 15, 1978

Department of Transportation
Room 121
State of Oregon
Salem, Oregon 97310

ATTN: Cecil Head

RE: Claim on Bond of E.R. Fegert, Inc.
Othello, Washington
Project: Spray, Oregon Highway Construction

Dear Mr. Head:

We would like to register a claim in the amount of $1,431.45 against E.R. Fegert, Inc. and their surety company. This amount has been billed to them repeatedly for use of equipment on the Spray, Oregon highway project but they have refused to reimburse us. The details are stated below.

In the fall of 1977 we were doing watermain installation for the City of Burns, Oregon and had need of an air compressor and drill for blasting. Senter Tool Company of Portland said they had a unit rented to E.R. Fegert who was working in Spray. We could rent the machine directly from the tool company and pick it up on Fegert's job. We did.

We used the machine 15 calendar days when Mr. Egbert of Fegert company called and said they needed it back if we were through. We could have used it some days further but since they needed it decided to let them have it. The agreement was that we would pay the full month's rent and Fegert would reimburse us for the time he used it. This would be more reasonable for both of us as monthly rates are cheaper than daily or weekly rates. We checked with Senter Tool and they said that was fine with them. We had some supplies left over we sent along and Mr. Egbert agreed to pay us for them. When Senter Tool billed us we paid for the entire month and the supplies.

Now Mr. Egbert says Senter Tool agreed to let him use the machine an extra week at no charge which was never covered in any conversation with either him or the tool company. In checking with Terry Meagher from the tool company he did not agree with the understanding that Mr. Egbert had about the free rent on the machine for a week. Mr. Meagher made all arrangements with Mr. Egbert and myself.

Because there was this disagreement as to the responsibility of the bill we coordinated a conference call between myself, my secretary, Mr. Egbert, and Terry Meagher. This discussion extended beyond an hour and at the conclusion Mr. Meagher verified what was our understanding of the agreement and Mr. Egbert still felt he owed us nothing.

The result is that Mr. Meagher and Mr. Egbert have a disagreement on the arrangements for the rental however we are involved because we paid for use of the equipment while it worked on Fegert's job. While Mr. Meagher agrees with our position Mr. Egbert refuses any responsibility in paying us. He admits there might be some liability for the supplies but that he has never paid either.

We studied a calendar to determine just how many days were involved for both companies. When looking at it this way it is very clear that whatever the disagreements may be we paid for rent on the machinery while it worked on the project at Spray for the Fegert company. For this reason we feel confident the responsibility lies with Mr. Egbert to settle his differences with the tool company and pay us for use of the machine.

We are enclosing copies of letters written to the Fegert company along with copies of the invoices and statements from Senter Tool. We have delayed in proceeding with this claim hoping Mr. Egbert would reconsider and this would not be necessary. However he appears unwilling and his company still owes us.

Very truly yours,

T. J. LUND & SON

Harold D. Lund

Harold D. Lund

Enclosures

cc; E. R. Fegert, Inc., Attn. John Egbert
Senter Tool Company, Attn. Terry Meagher

RECEIVED
DEC 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

P.O. Box 448, John Day, OR. 97845 Phone 503-575-1[illegible]

December 15, 1973

John Egbert
E.R. Fegert, Inc.
P.O. Box 321
Othello, Washington 99344

RE: Claim on Bond for Spray, Oregon Project
Letter to Transportation Department Oregon, Enclosed

Dear Mr. Egbert:

We have enclosed a copy of the letter we are sending to Mr. Head of the Oregon State Transportation Department. We still feel that your company has a responsibility to us in reimbursing for use of the air compressor and drill for your project at Spray.

It appears to me still that the disagreement is between you and Terry Meagher of Senter Tool and that it is your responsibility to pay us and take care of whatever may be the probelm between you and the tool company. It still remains the equipment was used on your job and we paid the bill.

If you should want to make full payment in the amount of $1,[illegible]31.45 we are willing to accept it and withdraw the claim. The claim has been made since you have made no attempt to pay any part of the bill.

Very truly yours,

T. J. LUND & SON

Harold D. Lund

cc: ✓Cecil Head, Department of Transportation, State of [illegible]
Terry Meagher, Senter Tool Company

RECEIVED
DEC 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

A

NAME J. J. [illegible]

ACCT. NO.

ADDRESS 211 N. CLIFF

CITY [illegible] WA. 98382

CREDIT LIMIT

WILMER • SIGNATURE FORM ML 712

DATE	MEMO	FOLIO	CHARGES	CREDITS	BALANCE
	BROUGHT FORWARD				
attached — 9/9/77		1731	664.15		
" 9/20		1968	66.75		730.90
" 10/6/77		2570	2500.00		
" 10/14		2265	150.12		3381.02
11/1/77		2457		CM 352.50	3028.52
12/9/77				3028.52	

1½% PER MONTH / 18% PER YEAR

ON

PAST DUE BILLS PAST DUE

SENTINEL TUCKAHOE DIVISION
[illegible]
[illegible]

RECEIVED
DEC
COMMISSION
DEPART

SECTER TOOL SERVICE Inc.

7340 S. E. 9th AVENUE
PORTLAND, OREGON 97214

AREA CODE 503
PHONE 232-4115

SECTER TOOLS

DRILL STEEL - ROCK BIT AND SUPPLIES
NEW AND RECONDITIONED

INVOICE NO. 5174

DATE SEPT. 9, 19 77

SHIP VIA OUR TRUCK VIA TERRY

CUSTOMER'S ORDER NO.

TERMS NET

SOLD TO T. J. LUND

SHIP TO SAME

STREET NO. 211 W. CHESTAN

STREET NO. HINES & BRAINARD

CITY & STATE WALLA WALLA WASH. 99362

CITY & STATE BURNS, OREGON

ORDERED	SHIPPED	BACK ORD	DESCRIPTION	UNIT PRICE	NET TOTAL
2	2		10' x FI 38 SECO EXTENSION ROD	107.80	215 60
2	2		VLR-760 x FI 38 SECO STRIKING-BARS	63.10	126 20
3	3		FI 38 SECO COUPLINGS	21.30	63 90
2	2		2 1/2" x FI 38 SECO 'X' BITS	65.60	131 20
4	4		5 gal. pails DA 500 ROCK DRILL OIL	24.00	96 00
1			35# pails FAST O LIFE GREASE	31.25	31 25

ALL RETURNED GOODS
SUBJECT TO CHARGE AS DETERMINED BY THIS BILL

TOTAL → 664 00

CODE

1 BE - Bent	5 UC - Under Cuts	9 PB - Pavement Breaker	13 OA - Overall		
2 OS - One Piece	6 Pr - Point	10 CG - Chipping Gun	14 Res o - Resistolite		
3 Thd - Thread	7 Ch - Chisel	11 HD - Hex Drive			
4 Sh - Shank	8 Str - Straightening	12 HS - High Speed			

RECEIVED
OCT 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SECTER TOOL SERVICE, Inc.

1340 S. E. 9th AVENUE
PORTLAND, OREGON 97214

SECTER TOOLS

DRILL STEEL - ROCK BIT AND SUPPLIES
NEW AND RECONDITIONED

AREA CODE 503
PHONE 232-4113

INVOICE NO. 21968

DATE SEPT. 20, 19 77

SHIP VIA UPS

CUSTOMER'S ORDER NO.

TERMS: NET

SOLD TO T. J. LUNA Construction Co.

SHIP TO SAME

STREET NO. P.O. BOX 282

STREET NO.

CITY & STATE BURNS, ORE. 97720

CITY & STATE

ORDERED	SHIPPED	BACK ORD.	DESCRIPTION	UNIT PRICE	NET TOTAL
	1		2½" x FI38 SECO X BIT		65 60
			1 hx - 54 Zipp		1 15

SENTER TOOL SERVICE INC.

1210 S.E. 9th
PORTLAND, OREGON 97214
Phone 232-4118

REPLACEMENT RATE

OUT

TOTAL

NAME: T. J. LUND

ADDRESS: 211 N. CHESTAN
WALLA WALLA, WASH.

PHONE: 573-2885

BILL TO: P.O. BOX 282 BURNS, OREGON

DRIVER'S LICENSE: #HAROLD LUND

STATE

P.O. NO.

CHECK GROUND PLUG

SALESMAN OUT

SALESMAN IN

DEPOSIT
- ☐ BAC
- ☐ MC
- ☐ CHK

DATE & TIME IN: 10/6/77 AM

DATE & TIME OUT: 9-17-77 AM

DATE DUE IN (24 HR. unless noted): 23

ITEM RENTED	HOUR	MIN. RATE	8 HOUR	24 HOUR	WEEK	MONTH	CHARGE
- JOY TRAC DRILL W/EXTENSION W/ UCR-260 S/N 32203					$50.00	2500.00	2500.00
JOY 850 cfm COMPRESSOR S/N 126821							
- 50' LENGTHS 2" SUC. HOSE							
4dl r					3 weeks Est Lease on 1 month		

I have read the matter on the back of the customer's copy and agree to it as a part of this order the same as if it were printed above my signature. The front and the back of the customer copy comprise the entire agreement affecting this rental and no other agreement or understanding of any nature concerning same has been made or entered into. I hereby acknowledge receipt of a copy of this order and agree to the terms and conditions listed on the reverse side.

LESSEE X [signature]

2500.00

TOTAL CHARGE

RENTAL CONTRACT

RECEIVED
DEC 22 1977
DEPARTMENT OF TRANSPORTATION

SENTER TOOL SERVICE, Inc.

1240 S. E. 9th AVENUE
PORTLAND, OREGON 97214

SENTER TOOLS

DRILL STEEL - ROCK BIT AND SUPPLIES
NEW AND RECONDITIONED

AREA CODE 503
PHONE 232-4115

INVOICE NO. 6225

DATE Oct. 14, 19 77

SHIP VIA

CUSTOMER'S ORDER NO.

TERMS: NET

SOLD TO T. J. Lund

STREET NO. 211 W. Chestan

CITY & STATE Walla Walla, Wash. 99362

SHIP TO

STREET NO.

CITY & STATE

SHIPPED	BACK ORD	DESCRIPTION	UNIT PRICE	NET TOTAL
2 1/4	- 25# pails -	Best O Life Grease	31.25	78.12
3	- 5gal	DA 500 Rock Drill Oil	24.00	72.00

When drill returned with O.J. pilot bore 6' O.J. of drill st.

RETURNED GOODS
ACCOMPANIED BY THIS BILL

TOTAL → 150.12

CODE

1. B.E. – Both Ends
2. O.E. – One End
3. Thd. – Thread
4. Sh. – Shank
5. U.C. – Under Cutter
6. P. – Point
7. Ch. – Chisel
8. C. & S. – Cleaning & Straightening
9. P.B. – Pavement Breaker
10. C.G. – Chipping Gun
11. H.D. – High Duty
12. H.L. – High Load
13. O.A. – Overall
14. Bestro. – Bestreire

RECEIVED
DEC 22 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

A

NAME E. EVERT ACCT. NO.

ADDRESS BO[illegible]21 SHEET NO

CITY [illegible]QTIS, WA. 98344 CREDIT RATING CREDIT LIMIT

WE MAIN & SERVICE LINE FROM YL 713

DATE	MEMO	FOLIO	CHARGES	CREDITS	BALANCE
	BROUGHT FORWARD				
8/15/77		1515	94.35		
8/18		1[illegible]70	104.00		
8/18		15[illegible]1	62.50		
8/29		1624	165.75		
8/29		1685	35.73		
8/30		1705	63.10		
					605.43
9/1/77		1743	48.00		
9/7		1795	14.63		
9/7		2545	2500.00		
9/7		2551	210.00		
9/12		1885		0[illegible]	
9/27		2054	126.20		
					3251.41
10/6/77		1[illegible]5	12.05		
10/11				605.43	2658.03
11/9/77				2658.03	

1½% PER MONTH / 18% PER YEAR
INTEREST CHARGED ON ALL
ACCOUNTS OVER [illegible] DAYS PAST DUE.

SENTER TOOL SERVICE
1240 S.E. 9th AVE.
PORTLAND, OREGON 97214

RECEIVED
DEC 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DELIVERY RATE

IN

OUT

TOTAL

CENTER TOOL SERVICE, INC.

1240 S.E. 9th
PORTLAND, OREGON 97214
Phone 232-4118

DO NOT [illegible]

- ☐ BAC
- ☐ MC
- ☐ CHK

DATE & TIME IN

DATE & TIME OUT

ER Feger

NAME

ADDRESS

PHONE | BILL TO | SALESMAN OUT | DATE DUE IN 24 hrs. unless specified

DRIVER'S LICENSE | STATE | P.O. NO. | CHECK GROUND PLUG | SALESMAN IN

ITEM RENTED	HOUR	MIN. RATE	4 HOUR	24 HOUR	WEEK	MONTH	CHARGE
					85.00	250.00	250.00

Number 3 Gravel Rent as i month.

I have read the matter on the back of the customer's copy and agree to it as a part of this order the same as if it were printed above my signature. The front and the back of the customer copy comprises the entire agreement affecting this rental and no other agreement or understanding of any nature concerning same has been made or entered into. I hereby acknowledge receipt of a copy of this order and agree to the terms and conditions stated on the reverse side.

LESSEE X

2500.00

TOTAL CHARGE

RENTAL CONTRACT

ask Center Tool for a better copy

RECEIVED
[illegible]
COMMISSION [illegible] SERVICES
[illegible] DEPARTMENT OF TRANSPORTATION

SENTER TOOL SERVICE, Inc.

[illegible] S. 9th AVENUE
[illegible]AND, OREGON 97214

SENTER TOOLS

AREA CODE 503
PHONE 232-4118

DRILL STEEL · ROCK BIT AND SUPPLIES
NEW AND RECONDITIONED

INVOICE NO. [illegible]

DATE SEPT. 12, 19 77

SHIPPED VIA BY OUR TRUCK

CUSTOMER'S ORDER NO.

TERMS NET

SOLD TO E. R. FEGERT

SHIP TO SAME

STREET NO. BOX 321

STREET NO. HIGHWAY PROJECT

CITY & STATE OTHELLO, WASH. 99344

CITY & STATE SPRAY, ORE.

ORDERED	SHIPPED	BACK ORD	DESCRIPTION	UNIT PRICE	NET TOTAL
	3		25# pails - BEST O LIFE GREASE	31.25	93.75
	4		5 gal. DA500 Rock Drill Oil	24.00	96.00
			INVOICE No. 01684 Dated 8-29-77		
	1		1CR-260 x FT56 Sect Shank No Bar	63.10	63.10
			INVOICE No. 01708 Dated 8-30-77		
			RETURNED FOR CREDIT	— CREDIT —	

ALL CLAIMS AND RETURNED GOODS MUST BE ACCOMPANIED BY THIS BILL

RECD BY

TOTAL → 252.85

CODE

1 B E — Both Ends
2 O E — One End
3 Thd — Thread
4 Sh — Shank
5 U C — Used Collar
6 Pt — Point
7 Ch — Chisel
8 C & S — Cleaning & Straightening
9 P B — Pavement Breaker
10 C G — Chipping Gun
11 H D — Hien Duty
12 H L — High Lead
13 O A — Overah
14 Bstlte — Bestolite

COPY

RECEIVED
JUL 1978

DOES NOT SHOW SUNDAYS

AUG-SEPT-OCT 1977

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDA
15 FEGERT RENT BEGIN Jerry told us Fegert's rent started today SUN 14	16 F. Lund Starts today	17	18 X	19	20
22 FEGERT	23	24	25	26	27
SUN 21					
29 FEGERT	30	31	1 SEPTEMBER	2 Thru Lund	3
SUN 28					
5 FEGERT	6 Light eliminated	7 talked to Jerry	8	9 FEGERT END.	10 Lund in Bus.
SUN 4					
12 LUND RENT BEGIN	13 LUND	14 LUND	15 LUND	16 LUND	17
SUN 11					
19 LUND	20 LUND	21 LUND	22 LUND	23 LUND	24
SUN 18					
26 LUND END. 8p.m. - FEGERT	27 FEGERT RENT BEGIN AGAIN 2 STRIKING BARS X SHIPPED TO FEGERT	28 FEGERT	29 FEGERT X	30 FEGERT	1 OCTOBER
SUN 25					
3 FEGERT	4 FEGERT (Last day used)	5 FEGERT (Delivered to Portland today)	6 FEGERT'S LAST DAY RENT (Checked in to Sentor today)	7	8
SUN 2					

22 FEGERT	23	24	25	26	27
29 FEGERT	30	31	1 SEPTEMBER	2 up through mail	3
5 FEGERT	6	7	8	9 FEGERT END.	10
12 LUND RENT BEGIN	13 LUND	14 LUND	15 LUND	16 LUND	17
19 LUND	20 LUND	21 LUND	22 LUND	23 LUND	24
26 LUND END. 8 p.m. - FEGERT	27 FEGERT RENT BEGIN AGAIN 2 STRIKING BARS X SHIPPED TO FEGERT	28 FEGERT	29 FEGERT	30 FEGERT	1 OCTOBER
3 FEGERT	4 FEGERT (Last day used)	5 FEGERT (Del. moved to Portland today)	6 FEGERT'S LAST DAY RENT (checked into Sauter today)	7	8
10	11	12	13	14 BILLED HAROLD LUND FOR GREASE + OIL	15
17	18	19	20	21	22

P.O. Box 448, John Day, Oregon 97845. (503) 575-1054

September 1, 1978

John Egbert
E.R. Fegert Inc.
433 East Pine
Othello, Washington 99344

Dear John:

Thank you for your part in the conference call we had yesterday with Terry Meagher of Senter Tool. Even after discussing this at length with both of you, I can't help but feel that I should have been told if there had been some prior rental agreement between E.R. Fegert Inc. and Senter Tool. I was not aware of any problem in this area, and was told to bill you for the time you had the compressor on your job after we were finished with it.

I still feel that we, T.J. Lund & Son, have acted in the best faith where all is concerned. At this point, we can only go by what shows on the records and not by any oral agreements since there is a great difference of opinion as to what transpired during the oral discussions between you and Terry, and I can in no way decipher which of you is right.

So for this reason, I am again billing you for the rental time the equipment was on your job with the assumption that you and Senter Tool should settle your differences. If you feel you are being charged for time for which you have already paid Senter, then you need to arrange with Senter for reimbursement of the rental I am charging you.

There is no alternative for me but to send another statement in the amount of $1454.61 for the rental and for accessory items. No further invoices or statements will be sent. If we do not receive payment by September 30, 1978, we will be compelled to make a claim against your bond with the State of Oregon. I'm sorry for the position I am having to take as noone really benefits from a situation such as this. However, as I said before, I see no other alternative.

Sincerely,

Harold D. Lund, owner
T.J. LUND & SON

RECEIVED
DEC 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HDL/md
cc: Senter Tool

P.O. BOX 448, John Day, Oregon 97845. (503) 575-1054

September 1, 1978

STATEMENT

TO:

E.R. Fegert, Inc.
% John Egbert
433 East Pine Place
Othello, Washington 99344

RENTAL OF:

1 Joy Trac Drill
2 50' lengths bull hose
1 Joy 850 cfm compressor

(7 days = 1 wk = $850.00,
3 days @ 121.42= 364.26)

$ 1214.26 $1218.26

RENTAL OF ACCESSORY ITEMS:

2 Bits (used) new price 65.60	80.00	
2 Couplers (used) new price 21.30	30.00	
1 10' Rod (returned to Senter Tool)	N/C	
1 Striking Bar (used) new price:	63.10	
(You already have received 63.10 credit on this from Senter Tool)		
2 25-lb. pails Grease @ 31.25	31.25	
(1 pail returned)		
2 5-gal. cans Drill oil @ 24.00	36.00	
(1/2 can returned)		
100' Hose, returned (included above)	N/C	
	$ 240.35	$ 240.35

TOTAL FOR RENTAL AND ACCESSORY ITEMS: $1454.61

RECEIVED
DEC 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. Box 448, John Day, Oregon 97845. (503)575-1054

June 23, 1978

ATTN: JOHN K. EGBERT
E.R. FEGERT INC.
P.O. BOX 321
OTHELLO, WA. 99344

(509) 488-5663

RE: Spray-Kimberly. Drill and Compressor Rental. Senter Tool.

Dear Mr. Egbert:

We are still trying to clear up this misunderstanding between us in regards to the rental of the drill and compressor.

In your March 17, 1978 letter to me, you stated: "We cannot agree that we owe additional rent for the drill and compressor".

Actually, you are right in that you do not owe additional rent. You have not paid the original rent. We paid that for you. We loaned you that equipment when we still had use for it, rearranged our schedule so that you could have it immediately, put one of our men on overtime to load it for you, etc. We in other words put ourselves out to be considerate towards another contractor.....YOU. Now we would like to know why you assume that we owed you free rental on that equipment.

There is no legal or moral reason why you should refuse to pay what you owe and I cannot understand why you pretend not to owe it. You already have the records showing exactly that you did not pay rent for the time you had the drill and compressor in your possession. Not to Senter and not to me. Since I paid Senter for the entire time, you now owe me for the time you used the equipment.

If you could somehow prove to me that you should have free rental, then maybe we could settle this difference. So far, all records show that you owe us $1,431.45 plus service charges and I would expect you to follow through with our original understanding and pay this account before July 7, 1978. Failure to comply or to show cause why you should not pay will compell me to take further action.

Sincerely,

Harold D. Lund, owner
T.J. LUND & SON

HDL/md

RECEIVED
DEC 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. Box 446, John Day, Oregon 97845

May 17, 1978

E.R. Fegert Inc.
P.O. Box 321
1285 Broadway
Othello, Wa. 99344

Dear Mr. Egbert:

We received your letter of March 17th, stating you felt that you didn't owe us anything on the use of the rock drill and equipment. Our last communication with you we sent along copies of your total bills at Senter Tool rental company. If you will check these bills thoroughly, you will see where the rental company did not charge you for the time where we are billing you.

The conversation which was previous to sending the drill to you was that you were going to pay for the use of the equipment for the time that you needed it. We were needing the rock drill another day at that time but forfeited the use of it and even loaded it out at 9:30 at night so that it would be for your convenience in using it. If you have any questions please call me personally. Our John Day phone number is: 503-575-1054 after 7:30 in the evening.

The key for this whole situation is studying the rental bills and seeing where you were not charged for the equipment for the time we have charged you. We can show that we paid the rent while you were using it.

We have tried to be more than fair in the billing and also we made it convenient for you in pickup and delivery of the equipment.

I will be waiting to hear from you soon.

Very truly yours,
T.D. LUND & SON

Harold D. Lund

RECEIVED
DEC 22 1978
SERVICES

E. R. FEGERT INC.

P.O. BOX 321
1285 BROADWAY
OTHELLO. WA. 99344
(509) 488-5663

LAND DEVELOPMENT

GENERAL CONTRACTORS

MAR 1978
RECEIVED
T. J. LUND & SON

March 17, 1978

T. J. Lund & Son
211 West Chestnut
Walla Walla, Wa. 99362

Re: Spray Kimberly
Drill and Compressor Rental
Senter Tool

Gentlemen:

We are in receipt of your correspondence dated 2-28-78 relative to the referenced rental.

Our understanding remains as previously detailed. We cannot agree that we owe additional rent for the drill and compressor.

We are sorry for the apparent difference in opinion, nonthe less, we will not be forwarding you the amount of $1,431.45.

Yours Truly,

E. R. FEGERT CO.

John K Egbert

John K. Egbert, P. E.

JKE:jf

RECEIVED
DEC 20 1978
SERVICES

[illegible] letter of November 29 [illegible] from Lester Lee to me [illegible]

[illegible] Lester Lee [illegible] and [illegible] that your [illegible] time [illegible]

[illegible] $1500 for one month's [illegible] for a different month. [illegible] the [illegible] Section [illegible] for the time used during [illegible]

[illegible] $1431.4[illegible]

Very truly yours,

[illegible]

Harold D. Lund

HDL:lll
Enclosures

RECEIVED
DEC 12 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAND DEVELOPMENT

E. R. FEGERT INC.

P.O. BOX 321
1285 BROADWAY
OTHELLO. WA. 99344
(509) 488-5663

GENERAL CONTRACTORS

November 29, 1977

T. J. Lund & Son
P.O. Box 282
Burns, Oregon 97720

Re: Spray-Kimberly Project
Drill & Compressor
Senter Tool

Gentlemen:

Your correspondence of Nov. 15, 1977, came as somewhat a surprise to us.

We are unaware of any rent owing you for the drill and compressor. It is our understanding that all rental for our account was handled directly with Senter Tool and we have paid them accordingly.

Moreover all "Accessory Items" except 1 Bit, 1 Pail of Grease, and 5 Gal. of Drill Oil were returned to Senter Tool. We received credit only for returned Grease, Drill Oil, and one Striking Bar.

Therefore, it is our conclusion that except for a portion of the "Accessory Items" which we may owe you, the remainder of your invoice should not be for our account.

Please feel free to call us if you wish to discuss any details. Thank you.

Yours Truly,

E. R. FEGERT INC.

John F. Fegert P.E.

JFF:jf

RECEIVED
DEC 02 1977
COMMISSION SERVICES
DEPT OF TRANSPORTATION

November 15, 1977

Fergert Consturction Company
c/oJohn Eggbert
433 E. Pine Place
Othello, WA. 99344

RE: Drill and Compressor Rental

Dear Mr. Eggbert:

For lack of other information regarding your company we are sending this statement to you. Somehow we do not have a record fo the business address or even the official name. We hope you will not mind. Please pass this on to the appropriate person.

The attached itemized list shows the things we sent with the drill and compressor and then after checking with Senter Tool gave you credit for the items that were returned. We also gave credit for items sent to you that were used.

If you have questions, please call at 503-573-2885. Send remittance to: T. J. Lund & Son, P O. Box 282, Burns, OR. 97720.

Very truly yours,

T. J. LUND & SON

Harold D. Lund

HDL:lll
Enclosure

RECEIVED
DEC 22 1978
COMMISSION ... SERVICES
DEPARTMENT OF TRANSPORTATION

11-15-78 Statement

ITEMS CHARGED FOR

Fengert Construction Company

Rental of these items for [illegible] Sept 27 October 5

1 -- Jo Tract Drill

-- Joy 35[illegible] cfm Compressor

1 -- 50' lengths Boil Hose

Charge based on weekly rate $ 1,214.20

Accessory Items

2 --	Bits (used) new price $65.60	30.00
2 --	Couplers (used) new price $21.30	30.00
1 --	10' Rod (returned to Senter Tool)	N/C
1 --	Striking Bar (used) new price $63.10	40.00 - Fengert returned to Senter got 63.10 Credit
2 --	25 lb. pails Grease @ 31.25 each One pail returned	31.25 Fengert returned 3 to Senter got 93.75 credit (93.75)
2 --	5 gal. Drill Oil @ 24.00 One-half can returned	36.00 - Fengert returned 4 to Senter got 24.00 each credit total of 96.00
100'	Hose, returned (included above)	N/C

FENGERT MADE A PROFIT of 23.10 on this

Total for Rental and accessory items $ 1,431.45

No Tax Charged

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DEC 22 1978
SERVICES
COMMISSION
DEPARTMENT OF TRANSPORTATION

Lockhart notes

Done with drill night Oct 4–
Delivered to Lockhart Oct 5
Checked out to Lockhart Oct. 6
Othello

Forgot 509-488-5663 John Eggbert
488-5964 433 E. Penn Pl.

Faggerts' Bill

Items picked up by driver 9-26 8pm — mud price on materials

2 used bits	65.60 ea	131.20
2 couplers	21.30 ea	42.60
returned 1 – 10' rod		107.80
1 – striking bar		63.10
1 can returned 2 – grease	31.25 ea	62.50
½ bag returned 2 – 5 gal oil	24.00 ea	48.00
returned 100' hose	Included w/ air compressor & drill	

Drill + air Compressor
Sept. 27 – October 6 – 10 days $1214.20

RECEIVED
OCT 22 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8559

1-P

Form 41-734-1169 (Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

Adjustment

~~Price Agreement~~

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Spray-Kimberly/MP 93.3-95.7 Unit Date Nov. 30, 19 78

Highway John Day Highway Contract No. 8559

County Wheeler Prefix 35-1034

Contractor E. R. Forest Co. F. A. Project No. F-6(1)

Address Box 321 Othello, Wa. 99344 Price Agreement No. 8

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Penalty price reduction for non-spec. asphaltic concrete mix produced on project.

Locations by station numbers:

Throughout project.

Names of pay items, estimated quantities and agreed prices:

Penalty for material produced in 1977.	1,488.36 tons at $0.88/ton	$1,309.76
Penalty for material produced in 1978. Aggregate gradation/27.27 tons at $13.00 a ton		354.51
Asphalt content/0.61 tons at $90.00 a ton		54.90
6001 Price Reduct., Non-Spec AC		$1,719.17 total

Specifications, basis of measurement and other provisions:

This penalty & price reduction is made in accordance to Section 105.03 of the Standard Specifications For Highway Construction/Oregon 1974.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$1188200.25
Present estimate of project cost, including $-1,719.17 for work under this order	$1226425.10
Expected ~~under-run~~ over-run (amount)	$38,224.85
Expected ~~under-run~~ over-run (per cent)	3.2

Spare to right of this line is for use of Salem Office

Submitted by: W. F. Fessler Resident Engineer

Approval Recommended: Reg 5 Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

2/1/79 approved Construction Engineer

Signed Contractor

Approved: C. B. Jackman ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ Office Engineer

2-1-79

For Constr.

SP*78603-734

8559

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Spray-Kimberly MP 93.3-95.7 Unit		WEEK ENDING: July 29, 1978
		SECTION PREFIX: 35-1034
HIGHWAY: John Day		COUNTY: Wheeler
NAME OF JOB: Spray-Kimberly/MP 93.3-95.7 Unit	KIND OF WORK: Grade, Pave, Structure	
CONTRACTOR: E. R. Fegert Co.	CONTRACT NUMBER: 8559	FEDERAL AID PROJECT NUMBER: F-6(1)
DATE OF CONTRACT: July 6, 1977	DATE WORK STARTED: July 11, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 300 CWD	WORK DAYS USED: 270 CWD
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 90
PROJECT AUTHORIZATION: $1,188,200.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,103,706.01	ENGINEERING AUTHORIZATION: $84,494.24	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,133,800.00	ENGINEERING COST TO DATE: $96,596.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED PERCENT: OVERRUN / UNDERRUN: Over 2.7 %	PERCENT OF AUTHORIZATION: 114 %	DATE PROJECT WAS COMPLETED: July 22, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.4	2.4			2.4
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.4	2.4			2.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)	253,000 CY	35,400 Ton			6,860 Ton
TOTAL QUANTITIES CORRECTED TO DATE	275,350	36,920			7,274
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	275,350	36,920			7,274
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	290 A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair-hot	0		
MONDAY	Fair-Hot	0		
TUESDAY	Fair-Hot	0		
WEDNESDAY	Pt. cloudy-hot	0		
THURSDAY	Pt. fair-hot	0		
FRIDAY	Pt. fair-warm	0		
SATURDAY	Forecast-Fair	0		

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JUL 31 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnsen, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity on project. Contract work was completed Saturday 7/22/78.

SIGNED L C Fiegner LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8559 5

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

May 9, 1978

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

V-31
Mr. Donald Trout
Design Office Engineer
OR Hwy. Div., Hwy. Bldg.
Salem, OR 97310

Versteeg
Christensen
Georgs
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 09 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (Shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Penny Hobbs at 378-3059.

Sincerely,

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:ms

Enclosure

Permit No: RP 2620
Expiration Date: 7/14/78
Please return by: 6/2/78
Fee: $50

____ Please renew this permit. there is no change in plan from last year.
____ Please renew this permit. Attached are revised application and drawing.
DKM I do not wish to renew this permit.

8559

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

May 9, 1978

OREGON STATE LAND BOARD

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RECEIVED
MAY 09 1978
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Trout
Do Not File
Return To
Bring Up ___/___/___
Action

Dear Mr. Trout:

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If you have any questions involving the permit program or this renewal, please call Penny Hobbs at 378-3059.

Sincerely,

Eugene R. Schmitz

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:ms

Enclosure

Permit No: RF 2486
Expiration Date: 7/19/78
Please return by: 6/2/78
Fee: $50

_____ Please renew this permit. there is no change in plan from last year.
_____ Please renew this permit. Attached are revised application and drawing.
DEP I do not wish to renew this permit.

8559

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 7, 1977

Peoples National Bank of Washington
Othello Office
101 East Main St.
Othello, WA 99344

Attention: Raymond R. Anderson
Assistant Manager

Re: E. R. Fegert Co.
Contract 8559

Gentlemen:

We have received your letter of November 29th indicating safekeeping receipt 48-112 for $15,000.00 has been assigned to us in lieu of retainage on this project.

This increases the total on deposit for this project to $45,000.00

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: E. R. Fegert Company

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C. W. Barrett, Jr.(Att.)

8559

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 11, 1977

Peoples National Bank Of Washington
Othello Office
101 East Main Street
Othello, WA 99344

Attention: Raymond R. Anderson
Assistant Manager

Re: E.R. Fegert Co.
Contract 8559

We have received your letter of October 7, 1977 indicating safekeeping receipt 48-111 in the amount of $30,000 has been assigned to us in lieu of retainage on this project.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Accounting Executive

cc: E.R. Fegert Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

1559 9 7 77

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL PROJECT NO. F-6(1)

STATE PROJECT NO. See below

COUNTY NAME Wheeler

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70115

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 13 '77
REFER TO
FOR
Info | Dives | R/D | D.R | Sign | Fit | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	7-5-77	Primary 6	Primary 5

GENERAL LOCATION:

"Spray-Kimberly Section (MP 93.5-95.5)

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) Utility adjustment
(Columbmia Power Cooperative Assn.)
TEC NTE $15,000 - F.F. $12,870

REMARKS

As requested in Mr. Swan's letter of August 24, 1977, this will confirm the verbal authorization of Mr. E.J. Valach of this office to proceed with the necessary work effective July 5, 1977, on an actual cost basis.

I approve the agreement with Columbia Power Cooperative Assn. consisting of the Utilities letter of 8-11-77, OSHD Regional Utilities Engineer's letter of 6-22-77 and the plans and estimate furnished by Mr. Swan's letter of 8-24-77, approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-7-77	D. K. Hosmer	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

3559 2-77

STATE DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

Albany, Oregon 97321

Telephones: (503) 926-5571, Ext. 277
928-5386

Identification No. _____

Office Use Only _____

APPLICATION FOR OPERATING PERMIT OR GRANT OF EXEMPTION UNDER ORS 517.750 - 990

1. Responsible Parties

A. Operator
Name Oregon Hwy. Div.
Street or Box No. Box 850
City La Grande State Oregon
Zip 97850 Telephone 963-3177

B. Landowner (if other than operator)
Name Wm. Chapman
Street or Box No. _____
City Spray State Oregon
Zip _____ Telephone _____

2. Identification of Site

A.

¼Sec.	Section	Township	Range	County
NE4	1	9S	24E	Wheeler

Distance in miles	Direction from	Nearest Community
1	SE	Spray

Type of site: (Check all that apply)
- [X] 1. Pit
- [ ] 2. Stockpile
- [ ] 3. Plant
- [ ] 4. Quarry
- [ ] 5. Prospect
- [ ] 6. Refuse Disposal
- [ ] 7. Other

3. MINERAL DEPOSIT CHARACTERISTICS

A. Description
Type of overburden None
Approximate depth of overburden _____
Approximate depth of mine 6'
Primary mineral to be removed Gravel
Estimated quantity of mineral (yards) 235,000 cy

B. Size
Size in acres of any areas presently affected by surface mining None
How much of the above was affected
before 7/1/72 _____
before 7/1/75 _____
Has any of the above area been reclaimed? _____
If yes, how much and when? _____
Approximate acreage to be affected by surface mining during the ensuing 12 months 5 ac.

C. Volume
Total cubic yards excavated 7/1/72 to date 0
During ensuing permit year, what is the scheduled total cubic yards to be excavated 35,000 cy

D. Status
- [ ] Active — Date mining began _____
- [ ] Inactive — Date mining will begin _____
- [X] New — Aug. 1977

4. Application is hereby made for: (complete only one - see instructions)

A. Operating permit - operator claims no exemptions _____

I apply for a surface mining operating permit under CRS 517.800 [signature] date 3/24/77
(signature) Title Region Geologist

B. Grant of limited exemption based on: (check one or both)
- [ ] Prior mined
- [ ] Valid contract

I apply for a grant of limited exemption from the requirement for a reclamation plan and bond, but not the fees Signature _____
Date _____ Title _____

C. Grant of total exemption.

I apply for a grant of total exemption from the requirements of a reclamation plan, bond, and the fees under ORS 517.750 (11) and 517.770 (2) because:
- [ ] 1. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank).
- [ ] 2. Access road's borrow pit or quarry.
- [ ] 3. On-site construction.
- [ ] 4. The site is less than one acre, and
- [ ] 5. a total of less than 2,500 cubic yards of material have been, or will be, removed.
- [ ] 6. The site is inactive.
- [ ] 7. Other

_____ date _____
(signature) Title _____

D. Even though entitled to exemptions as shown above, a reclamation plan is submitted voluntarily.

Yes. No.

NOTICE

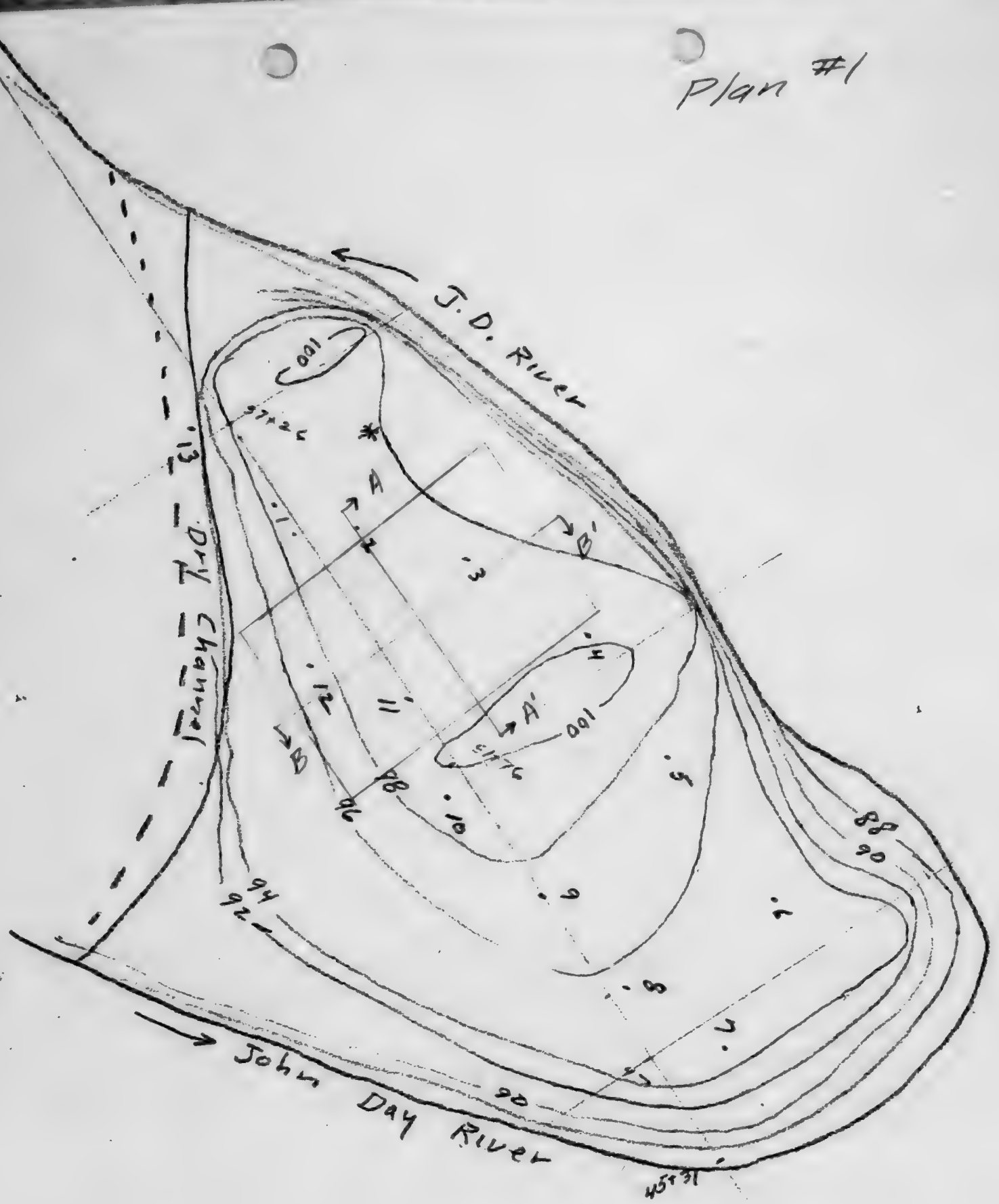
If more than 50 cubic yards of material are to be removed or placed in fill within the bed and banks of a natural waterway, a permit from the Division of State Lands, 1445 State Street, Salem, Oregon 97310, telephone: 378-3805, is required.

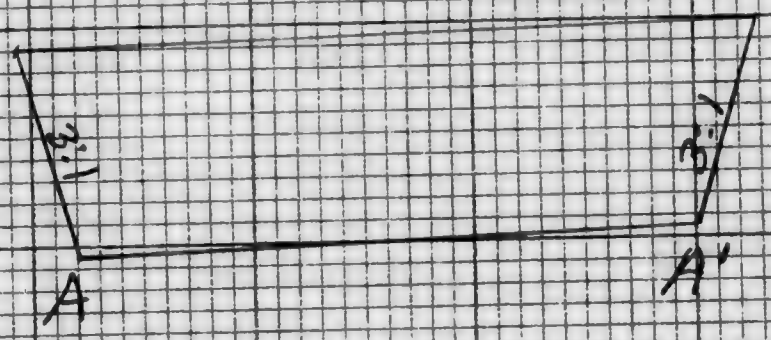
**IMPORTANT

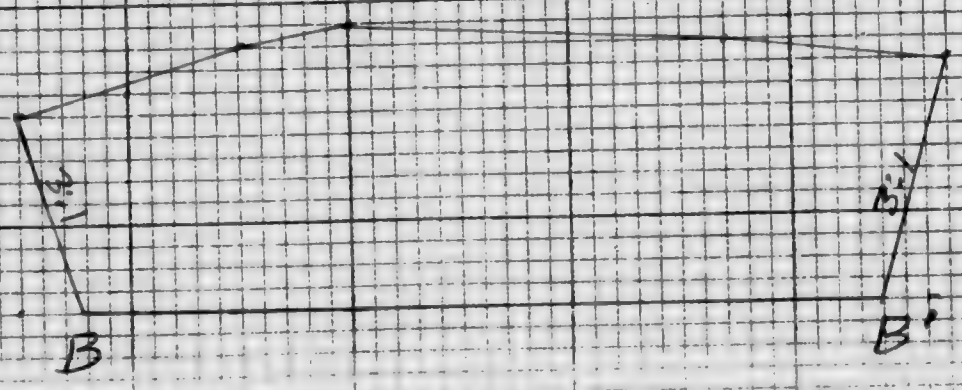
INSTRUCTIONS FOR COMPLETING THIS FORM ARE ON THE REVERSE SIDE

SMLR-1 071476

Plan #1

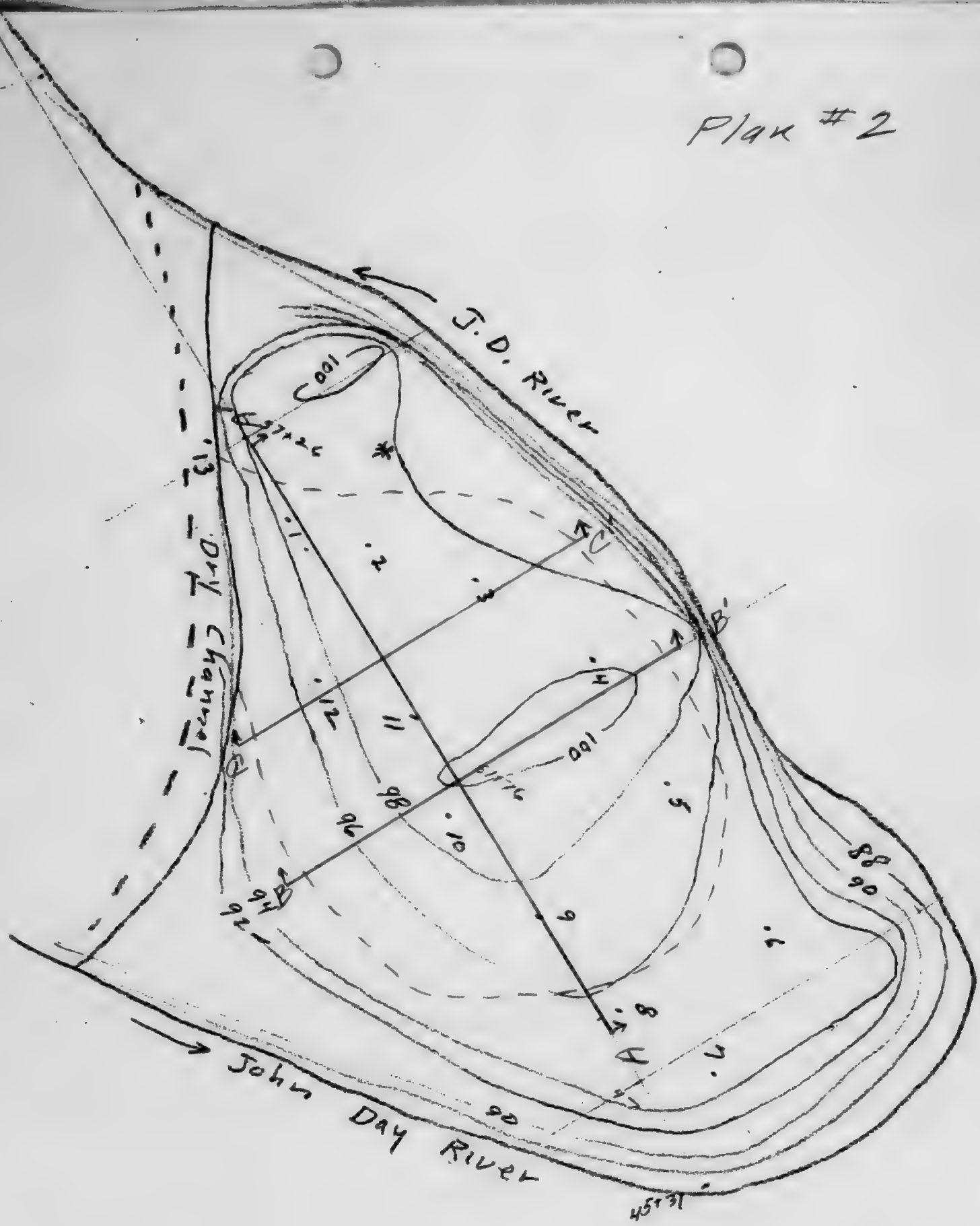






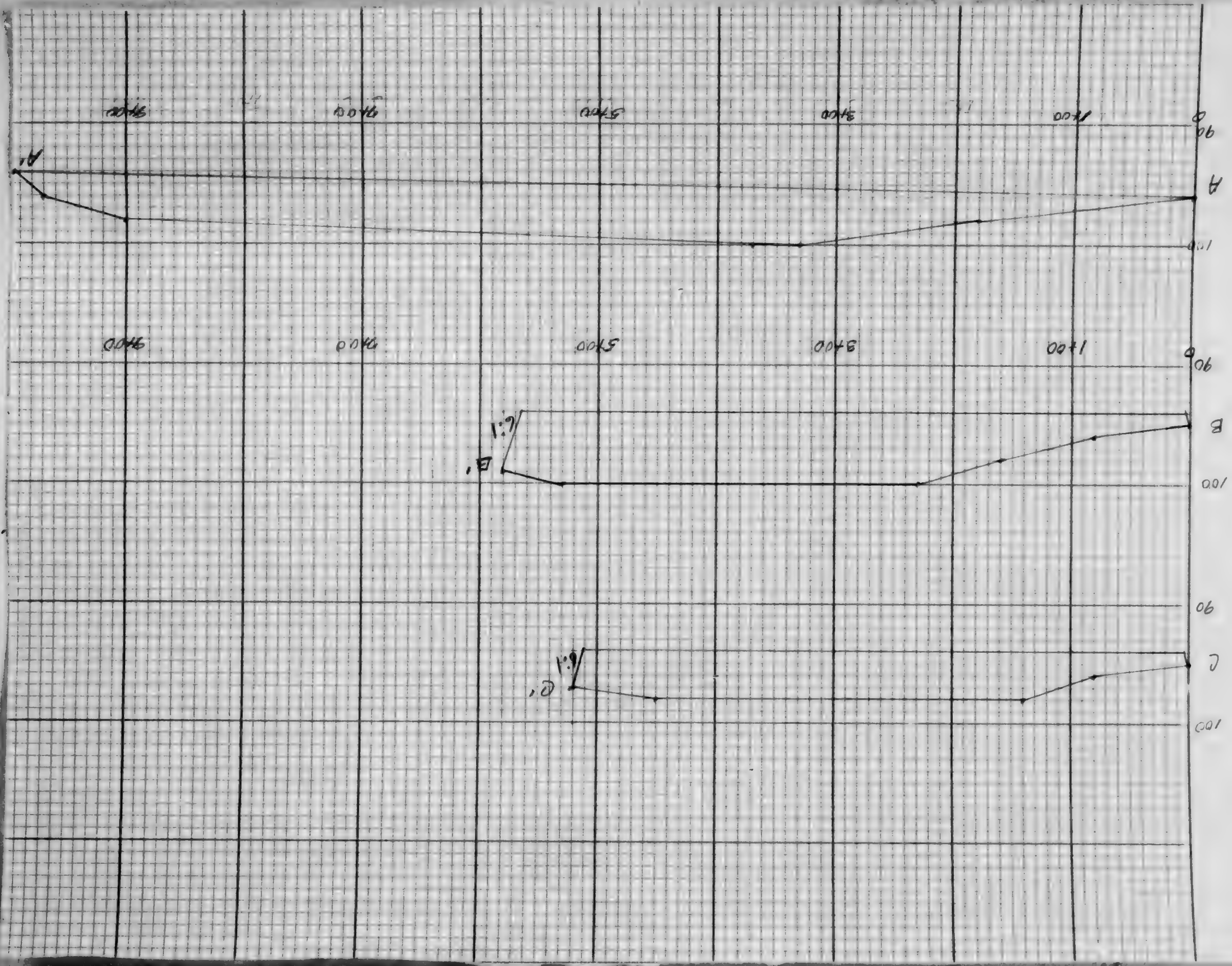
Scale: Vert: 1" = 10'
Horiz. 1" = 100'

Plan #2

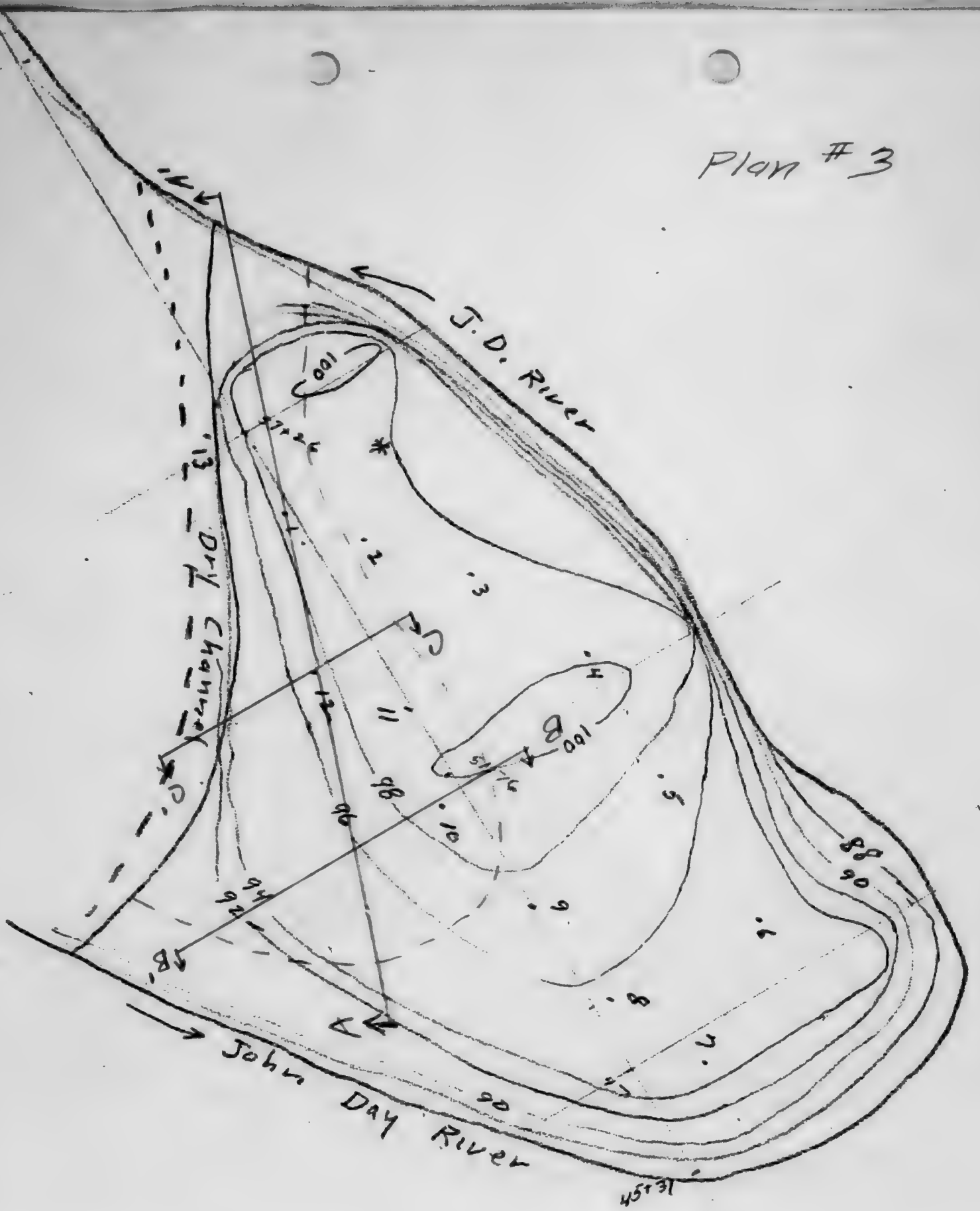


Scale: 1" = 200'

N.


A'
A
B'
B
C'
C
1400
3400
5400
7400
9400
90
100
1:1

Plan #3



Scale 1" = 200'

N

100
C
6:1
90
Soil Slope
C'
150
B
6:1
90
B'
100
A
6:1
90
0
1+00
3+00
5+00
7+00
9+00
A'
River
100'

ROW 18-4

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W STRAUB
GOVERNOR

August 24, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Power Line Relocation
Columbia Power Coop. Assoc.
Spray-Kimberly (MP 93.3-95.5)
Unit 1
John Day Highway
Wheeler County

Dear Sir:

Here are two copies of an estimate of cost to adjust Columbia Power Cooperative Association's facilities dated August 11, 1977, and sketch maps showing the proposed work. Also enclosed is one copy each of an advanced authorization effective July 5, 1977, and a relocation letter signed by Mr. Harlin Gerlach dated June 22, 1977.

A certification prepared by Mr. Gerlach as to the Asso iation's rights in the land occupied by their facilities is in our files.

The State is not entitled to a credit for expired service life under the provisions of PPM 30-4, as the relocation involves a segment of their facilities less than one mile in length. No betterment will be derived from this adjustment.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 5, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. The estimated cost to the State is $15,000.

Yours truly,

per G. L. Gaither

D. E. Swan
Federal-Aid Engineer

DES:PP:db
Enclosure

cc: E. S. Hunter
Robert Church
Phil Preston

NOTED
I. H. VERSTEEG

RECEIVED
TECHNICAL SERVICES
AUG 25 '77
REFER TO
FOR
Info | Info | R/D | R/S | Ltr | Ltr

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#8559 8-22-77 8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-6(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70115

COUNTY NAME: Wheeler

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	7-19-77	Primary 6	Primary 5

GENERAL LOCATION:

"Spray-Kimberly Section (MP 93.5-95.5)

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Utility adjustment
TEC NTE $2,343 - FF $2010
(Blue Mountain Telephone Co.-Columbia Power Coop Assn)

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-15-77 this will confirm the verbal authorization of Mr. D. B. Carter to proceed with the necessary work effective 7-19-77 on an actual cost basis.

I approve the Agreement with Columbia Power Cooperative Assn.-Blue Mountain Telephone Co. consisting of their letter of 7-13-77 and the plans and estimate submitted by Mr. Swan's 8-15-77 letter. Approval and participation for the portion of the work authorization above is subject to the provisions of the Federal Highway Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-22-77	G. K. Hosmer	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-055

8559

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-147	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8-17-77	State Oregon County Wheeler Project No. F-6 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 19, 0.5 mi E of Spray ECL, E 2.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-1-77	2.197
OTHER *(Specify)*		

FUNDS Pro rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,181,168	$ 1,013,441

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Nunstes

Technical Services Engineer
(Title)

By E Reaney

Acting State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 17 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, August 5, 1977

FEDERAL AID PROJECT
No. F-6(1)

SPRAY-KIMBERLY SECTION
JOHN DAY HIGHWAY
WHEELER COUNTY

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 52+00 to Sta. 168+00)

Mobilization	All Required		$ 75,000.00
Temporary Protection and Direction of Traffic	All Required		12,000.00
Temporary Signs	390 sq. ft.	6.00	2,340.00
Temporary Barricades	5 only	130.00	650.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	200 lin. ft.	8.00	1,600.00
Flagmen	1,200 hour	16.25	19,500.00
Pilot Car	100 hour	21.00	2,100.00
Clearing and Grubbing	All Required		25,000.00
Removal of Structures and Obstructions	All Required		10,000.00
Ditch Excavation	65 cu. yd.	12.00	780.00
General Excavation	253,600 cu. yd.	1.55	393,080.00
Extra for Selected Rock Embankement	140 cu. yd.	15.00	2,100.00
Overhaul	21,080 cu. yd. Sta.	0.20	4,216.00
Trench Excavation	555 cu. yd.	10.00	5,550.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	2,500 M-Gal.	6.00	15,000.00
Grid-Rolled Aggregate Subbase	21,800 ton	2.25	49,050.00
Grid Roller with Tractor	80 hour	65.00	5,200.00
3/4"-0 Aggregate Base	13,600 ton	6.50	88,400.00
Class "B" or Class "C" Asphalt Concrete Mixture	6,860 ton	13.00	89,180.00
Asphalt Cement in Mixture	450 ton	98.00	44,100.00
Asphalt in Tack Coat	3 ton	300.00	900.00
3/4"-0 Aggregate in Prime Coat	300 ton	31.00	9,300.00
MC-250 Asphalt in Prime Coat	37 ton	250.00	9,250.00
12-inch Culvert Pipe	1,000 lin. ft.	1,000.00	8,000.00
18-inch Culvert Pipe	566 lin. ft.	12.00	6,792.00
24-inch Culvert Pipe	212 lin. ft.	16.00	3,392.00
30-inch Culvert Pipe	250 lin. ft.	20.00	5,000.00
Guardrail, Type 2	7,150 lin. ft.	5.00	35,750.00
Guardrail, Type 2A	800 lin. ft.	6.70	5,360.00
Guardrail Anchors, Type 1	8 only	180.00	1,440.00

Guardrail Anchors, Type 2	7 only	180.00	1,260.00
Rail End Pieces, Type B	1 only	50.00	50.00
Rail End Pieces, Type C	8 only	85.00	680.00
Type 2 Fence	19,600 lin. ft.	1.15	22,540.00
16' Single Gates	8 only	200.00	1,600.00
24' Double Gates	2 only	280.00	560.00
Extra for Asphalt Approaches	10 only	100.00	1,000.00
Loose Riprap, Class 100	100 cu. yd.	10.00	1,000.00
Loose Riprap, Class 700	250 cu. yd.	15.00	3,750.00
12' Cattle Guard	1 only	3,000.00	3,000.00
Delineators	110 only	15.00	1,650.00
Roadside Seeding & Mulching	18 acre	480.00	8,640.00
			$ 980,760.00
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required		$ 1,200.00
Temporary Pavement Striping (S.F.)	All Required		2,000.00
Temporary Erosion Control (E.W.)	All Required		2,000.00
On-the-Job Trainees (1 at $800)	All Required		800.00
			$ 6,000.00
	Subtotal		$ 986,760.00
	Engineering		133,212.00
	TOTAL		$1,119,972.00

Type Code X080
Structure, Bridge No. 290 A (Sta. 165+67 to Sta. 165+94)

Bridge Removal Work	All Required		$ 2,000.00
Shoring, Cribbing, Etc.	All Required		500.00
Structure Excavation	50 cu. yd.	30.00	1,500.00
Furnish HP 10x42 Steel Piling	280 lin. ft.	10.00	2,800.00
Drive Steel Piles	8 only	800.00	6,400.00
Splice Steel Piles	2 only	100.00	200.00
Structural Concrete, Class 3300 (55 cy.)	All Required		15,000.00
4'x25'/30' Prestressed Slabs	9 only	1,800.00	16,200.00
Reinforcement (5500 lb.)	All Required		2,900.00
Metal Rail	38 lin. ft.	51.00	1,938.00
Asphalt-Rubber Chip Seal	112 sq. yd.	40.00	4,480.00
	Subtotal		$ 53,918.00
	Engineering		7,278.00
	TOTAL		$ 61,196.00

Length of Roadway . . . . . 2.192 miles
Length of Structure . . . . . 0.005 mile

TOTAL . . . . . 2.197 miles

Cost of Roadway Per Mile $510,936.13

Work Retained in Program Status
(not included in totals below)

Slide Correction	All Required	$ 2,500.00
Permanent Signing	All Required	1,000.00
Columbia Power Coop	All Required	15,000.00
Fossil Telephone Exchange	All Required	1,500.00
Adjust Pipes (Sta. 150 to Sta. 159)	All Required	300.00

Summary of Funds (85.8%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,119,972.00	$ 960,935.00	$159,037.00
Structure	61,196.00	52,506.00	8,690.00
TOTALS	$1,181,168.00	$1,013,441.00	$167,727.00

Group 5 - 100%
Contract No. 8559
Prefix 35-1034

Spray-Kimberly Section
Nonparticipating-State Work

State Responsibility For Damages	All Required	$500.00

ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 15, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street N.E.
Salem OR 97310

Telephone Line Relocation
Telephone Utilities, Inc.
Spray-Kimberly (MP 93.3-95.5)
Unit 1
John Day Highway
Wheeler County

Dear Sir:

Here are two copies of an estimate of cost to adjust the company's facilities, dated July 13, 1977, and a sketch showing the proposed work. Also enclosed is one copy each of an advance authorization effective July 19, 1977, and a relocation letter signed by Mr. Harlin Gerlach, dated June 23, 1977.

A certification prepared by Mr. Gerlach as to Columbia Power Cooperative Association's rights in the land occupied by their facilities is in our files and available for your inspection. The telephone company occupies the power company's poles by an agreement that is legal in the State of Oregon and, therefore, the cost of the relocation is reimbursable under Paragraph 3b of PPM 30-4.

The State is not entitled to a credit for expired service life under the provisions of PPM 30-4, as the relocation involves a segment of their facilities less than one mile in length. No betterment was derived from their adjustment.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 19, 1977, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,343.00.

Yours truly,

D. E. Swan
Federal Aid Engineer

RECEIVED
TECHNICAL SERVICES
AUG 16 '77
REFER TO
FOR
Info | Inve. | R/D | O/R | Sign | Act | File

DES:PP:db
cc: E. S. Hunter
Robert Church
Phil Preston

Form 81-734-3123

8559

LRW LAG 35 8-10-77 8.05 AM

DON TROUT

RE YOUR LETTER OF 4-22-77, OSHD PERMIT 194, PROSPECTIVE MATERIAL SOURCE FOR SPRAY-KIMBERLY SECTION

CONTRACTOR WILL USE AND WILL BE MOVING IN VERY SHORTLY.

BOB ALDRICH
SH 3/4.

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 10 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return
Bring Up
Other

8559

John Day Hwy

5

.LGM
LAG LRW 79 8-10-77 1-25 PM

BOB ALDRICH

RE YOUR TT 35 8-10-77 SPRAY-KIMBERLY

THE DIVISION OF STATE LANDS REMOVAL/FILL PERMIT ISSUED 7-14-77 WILL COVER US ON THIS. IT WAS SENT TO CONSTRUCTION ON 7-20-77 AND YOU SHOULD HAVE COPIES BY NOW.

DON TROUT

NN

34.

Versteeg
Olson

RECEIVED
AUG 11 1977
ROAD DIVISION SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8559

5

Salem, Oregon
July 20, 1977

Donald L. Trout (DT)

Donald L. Trout
Office Engineer

C. T. Keasey
Construction Engineer

OSHD Permits Nos. 186 & 194
Spray-Kimberly Section
John Day Highway
Wheeler County

Here are Removal/Fill Permits Nos. 2486 and 2620 issued to E. R. Fegert Company for this project.

Attachment

PURCHASE ORDER — **STATE OF OREGON** — PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 407060

SHIP TO J. H. Versteeg, Room 223, Transportation Building, SAlem, OR 97310

P. O. DATE: 7-13-77

BILL TO OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

NO. INVOICES: 3

ACCOUNT NUMBER	CREW NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE
	007-00			

CLASS. FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.
BA CODE 530-1		734

VENDOR

Division of State Lands
1445 State Street
Salem, OR 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.
IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.
STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.
SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.	DELIVERY REQUIRED	TERMS

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea		REMOVAL/FILL PERMIT OSHD NOS. 185 and 194 Spray-Kimberly Section John Day Highway Wheeler County			$100.00	35-1034-SOCP

I Certify the Above Items are within Current Budget Allowance	DATE	I Certify these Items are Authorized by the Dept. of General Services	
ORDERED BY:	7-13-77	AUTHORIZED AGENT — SIGNATURE	DATE 7-13-77
APPROVED	7-13-77	RECEIVED BY:	DATE

FORM 81-734-1036

ORIGINATOR

Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3059
378-3805

Spray-Kimberly Section
John Day Highway

Permit No. 2620
Permit Type Removal
Waterway John Day River
County Wheeler
Expiration Date 7-14-78
Highway Job No. 194

E. R. FEGERT COMPANY

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.660 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT "A" AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment "A".

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

William S. Cox, Director
Oregon Division of State Lands

Eugene K. Holmes
Authorized Signature

July 14, 1977
Date issued

ATTACHMENT A

Special Conditions for Material Removal Permit No. 2620

1. This permit authorizes the removal of up to 35,000 cubic yards of gravel from a gravel bar between Sta. 52+00 (M.P. 93.3) and Sta. 165+50 (M.P. 95.5) on the John Day River as outlined in the attached permit application, supplemental material, maps and drawings.

2. This permit shall be valid only if the project receives the approval of the appropriate planning body.

3. The operation shall be conducted in a manner that will minimize any turbidity increase.

4. The stream shall not be diverted from the natural bed nor within the natural bed.

5. All potholes or removal pits shall be connected to the stream at the end of season's work.

6. No removal of existing woody vegetation shall occur.

7. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

May 19, 1977

Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3059
378-3805

Spray-Kimberly Section
John Day Highway

Permit No. 2486
Permit Type Removal/Fill
Waterway Haystack Creek
County Wheeler
Expiration Date 7-19-78
Highway Job No. 186

E. R. FEGERT COMPANY

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.660 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF HIS APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT "A" AND TO THE FOLLOWING GENERAL CONDITIONS:

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. Creation of new lands upon submerged or submersible lands must comply with provisions of ORS 274.905 et seq.

4. All work done under this permit must comply with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment "A".

5. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

6. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

7. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

8. The Division of State Lands retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural resources.

9. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

William S. Cox, Director
Oregon Division of State Lands

Eugene R. Fegert
Authorized Signature

July 19, 1977
Date issued

ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 2486

1. This permit authorizes the removal of up to 800 cubic yards of rock and dirt and the placement of up to 1,000 cubic yards of gravel, sand and dirt in conjunction with the replacement of the Haystack Creek Bridge as outlined in the attached permit application, plans and specifications (OSHD Permit No. 186).

2. The operation shall be conducted in a manner that will minimize any turbidity increase.

3. There shall be no operation of equipment in the active flowing stream during high flow periods.

4. Waste materials and spoils shall be placed above the bankline.

5. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

July 19, 1977

8559

July 13, 1977

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Penny Hobbs

OSHD Permits Nos. 186 & 194
Spray-Kimberly Section
John Day Highway
Wheeler County

Here is the Removal/Fill Permit applications for the above named section and Purchase Order No. H407060 to cover the fees.

J. H. Versteeg
Head of Engineering
By:
ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Office Engineer

DLT:jh
cc: W. E. Schwartz
J. R. Hagedorn

RETURN TO: Don Trout, Rm. 223, Transportation Bldg., Salem, OR 97310

~~Send to:~~

~~Division of State Lands~~
~~1445 State Street~~
~~Salem, Oregon 97310~~

OSHD PERMIT NO. 186
M.P. 93.3-M.P. 95.5 Unit
Spray-Kimberly Section
John Day Highway
Wheeler County

FOR DIVISION USE
Please return by
Date Received
Permit No.
Waterway
County

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq.)

Please Print

1. Applicant's Name E. R. FEGERT COMPANY
   Address P. O. Box 321 Phone
   City Othello, State Washington Zip Code 99344
2. Project Supervisor's Name Phone
3. Property Owner's Name Oregon State Highway Division
   Address State Transportation Building Phone
   City Salem State Oregon Zip Code 97310
4. Waterway affected by project Haystack Creek Tributary of John Day River
   County Wheeler River Mile Section 32 Township 8S Range 25E
   Local name for project location Haystack Creek Bridge
5. Purpose(s) of project To replace an old bridge.
6. Describe your proposed operation (Attach additional sheet if necessary):
   Contractor will use appropriate power earthmoving equipment to do the construction work.
7. When will project start? Spring 1977 Be completed? Fall 1977
8. Project will be: Removal ____ Fill ____ Combination X Riprap X
9. Fill will consist of: Rock: X gravel X sand ____ silt ____ other Dirt
   Removal will consist of: rock X gravel ____ sand ____ silt ____ other Dirt
10. Amount of Fill (cu. yds.): annually ____ total project Approx. 1,000 Cu.Yds.
    Amount of Removal (cu. yds.): annually ____ Total project Approx. 800 Cu.Yds.
11. Where will you place surplus materials? In highway roadbed.
12. What steps do you plan to take to restore the area to its natural condition?
    All new or disturbed dirt slopes will be seeded and mulched.

Signed John K Fegert Title Proj Mgr Date 7-9-77

CONTINUED ON BACK OF SHEET

Phone 509-488-5663
Res. 509-488-5964

141-31-04-77

13. List names and addresses of adjoining property owners.

14. Remarks:

AWARDED: July 6, 1977
TIME: 300 Calendar Workdays

RETURN TO: Don Trout, Room 223, Transportation Building, Salem, OR 97310

~~SEND TO:~~

~~Division of State Lands~~
~~1445 State Street~~
~~Salem, Oregon 97310~~

APPLICATION
STATE OF OREGON
REMOVAL-FILL PERMIT
(ORS 541.605 et seq.)

FOR DIVISION USE:

Permit No._____
Waterway_____
County_____
Return by_____

OSHD PERMIT NO. 194
Spray-Kimberly Section
John Day Highway
Wheeler County
April 22, 1977

(Please Print)

1. Applicant's Name E. R. FEGERT COMPANY
   Address P. O. Box 321 Phone_____
   City Othello State Washington Zip 99344
2. Project Supervisor's Name_____ Phone_____
3. Property Owner's Name Wm. Chapman
   Address_____ Phone_____
   City Spray State Oregon Zip_____
4. Waterway affected by project John Day River Tributary of Columbia River
   County Wheeler River Mile_____ Section 1 Township 9 S Range 24 E
   Local name for project location: John Day River near Spray
5. Purpose of project: To remove gravel from a gravel bar.
6. Describe your proposed project, including any planned restoration of disturbed areas (attach additional sheet if necessary):

   Conventional excavation and hauling equipment will be used in the operation.

7. When will project start? Summer 1977 Be completed? Summer 1977
8. Project will be: removal X fill_____ combination_____ riprap_____
9. Fill will consist of: rock_____ gravel_____ sand_____ silt_____ other_____
   Removal will consist of: rock_____ gravel X sand_____ silt_____ other_____
10. Fill material involved (cu. yds.): annually_____ total project_____
    Removal material involved (cu. yds.): annually_____ total project 35,000 Cu. Yds.
11. Where will you place surplus materials? None anticipated.

Signed John K Tebbutt Title Proj Mgr Date 7-9-77

CONTINUED ON BACK OF SHEET

Phone 509-488-5663
Res. 509-488-5964

141-31-04-77

12. **List names and addresses of adjoining property owners.**

Gravel source and haul raod lies on property owned by Wm. Chapman, Spray, Oregon. An agreement to construct a haul road and remove material has been signed by Mr. Chapman. Copy attached.

13. **Remarks:** The following controls will be imposed on the contractor and will appear in the project plans:

1. Excavation and clean-up work within the flood plain to be completed is as short a time as possible between August 1, 1977, and August 31, 1977.

2. Elevation of bottom of excavation shall be one foot above water level at time of excavation.

3. The haul road from the east bank to the gravel bar shall be limited to a minimum width for one way travel (approx. 15') at location staked by the engineer.

4. Fording of moving stream will be allowed only at location shown on plans and staked by engineer.

5. No excavation or excavating equipment will be allowed within moving stream except as allowed in 4. above.

6. The haul road shall be maintained in such a manner that mud and silt from the east bank is not tracked or washed into the stream channel.

7. Equipment used for loading & excavation to be moved to the east bank when refueling, servicing & when not in use overnight or on weekends.

8. No processing of material allowed in area. All material to be stockpiled & processed at State-owned stockpile site located at M.P. 93.8, John Day Highway.

9. Equipment shall not be allowed outside work area on the gravel bar as staked by engineer and no vegetation outside this area shall be disturbed.

10. Excavation and reclamation shall be to the lines, grades and shape shown on these plans and specifications.

11. This permit is limited to quantities specified in this contract and does not grant future or perpetual use of this source.

12. Reclamation shall require leveling of excavation area, rounding cuts, obliterating haul road within flood plain and seeding and mulching that portion of riverbank disturbed by haul road.

AWARDED: July 6, 1977
TIME: 300 Calendar Workdays

8559

BU 7-21-77

July 7, 1977

E. R. Fegert Company
P. O. Box 321
Othello, Washington 99344

Dear Sir:

Re: Spray-Kimberly Section
John Day Highway
Wheeler County

As stated in subsection 107.02 of the special provisions for this project the State will obtain for you the permit required by the Division of State Lands for removal or filling of material in waterways as specifically required by the plans. We are obtaining two separate permits from the Division of State Lands - one for the Haystack Creek Bridge and the other for the material source along the John Day River.

To complete the applications to the Division of State Lands we must have the two attached applications completed by you.

The information required is:

1. The phone number at which your company can be reached.
2. The name and phone number of the Project Supervisor.
3. Your signature, title and date at the bottom of page 1.

You may expedite this matter by returning the completed application to the Highway Division as soon as possible.

Very truly yours,

J. H. Versteeg
Head of Engineering
By:

Donald L. Trout
Office Engineer

DLT:jh
cc: W. E. Schwartz
J. R. Hagedorn

RETURN TO: Don Trout, Room 223, Transportation Building, Salem, OR 97310

~~SEND TO:~~

FOR DIVISION USE:

~~Division of State Lands~~
~~1445 State Street~~
~~Salem, Oregon 97310~~

APPLICATION
STATE OF OREGON
REMOVAL-FILL PERMIT
(ORS 541.605 et seq.)

Permit No. _____
Waterway _____
County _____
Return by _____

OSHD PERMIT NO. 194
Spray-Kimberly Section
John Day Highway
Wheeler County
April 22, 1977

(Please Print)

1. Applicant's Name E. R. FEGERT COMPANY

   Address P. O. Box 321 Phone _____

   City Othello State Washington Zip 99344

2. Project Supervisor's Name _____ Phone _____

3. Property Owner's Name Wm. Chapman

   Address _____ Phone _____

   City Spray State Oregon Zip _____

4. Waterway affected by project John Day River Tributary of Columbia River

   County Wheeler River Mile _____ Section 1 Township 9 S Range 24 E

   Local name for project location: John Day River near Spray

5. Purpose of project: To remove gravel from a gravel bar.

6. Describe your proposed project, including any planned restoration of disturbed areas (attach additional sheet if necessary):

   Conventional excavation and hauling equipment will be used in the operation.

7. When will project start? Summer 1977 Be completed? Summer 1977

8. Project will be: removal X fill _____ combination _____ riprap _____

9. Fill will consist of: rock _____ gravel _____ sand _____ silt _____ other _____

   Removal will consist of: rock _____ gravel X sand _____ silt _____ other _____

10. Fill material involved (cu. yds.): annually _____ total project _____

    Removal material involved (cu. yds.): annually _____ total project 35,000 Cu.Yds.

11. Where will you place surplus materials? None anticipated.

Signed _____ Title _____ Date _____

CONTINUED ON BACK OF SHEET

141-31-04-77

12. **List names and addresses of adjoining property owners.**

Gravel source and haul raod lies on property owned by Wm. Chapman, Spray, Oregon. An agreement to construct a haul road and remove material has been signed by Mr. Chapman. Copy attached.

13. **Remarks:** The following controls will be imposed on the contractor and will appear in the project plans:

1. Excavation and clean-up work within the flood plain to be completed is as short a time as possible between August 1, 1977, and August 31, 1977.

2. Elevation of bottom of excavation shall be one foot above water level at time of excavation.

3. The haul road from the east bank to the gravel bar shall be limited to a minimum width for one way travel (approx. 15') at location staked by the engineer.

4. Fording of moving stream will be allowed only at location shown on plans and staked by engineer.

5. No excavation or excavating equipment will be allowed within moving stream except as allowed in 4. above.

6. The haul road shall be maintained in such a manner that mud and silt from the east bank is not tracked or washed into the stream channel.

7. Equipment used for loading & excavation to be moved to the east bank when refueling, servicing & when not in use overnight or on weekends.

8. No processing of material allowed in area. All material to be stockpiled & processed at State-owned stockpile site located at M.P. 93.8, John Day Highway.

9. Equipment shall not be allowed outside work area on the gravel bar as staked by engineer and no vegetation outside this area shall be disturbed.

10. Excavation and reclamation shall be to the lines, grades and shape shown on these plans and specifications.

11. This permit is limited to quantities specified in this contract and does not grant future or perpetual use of this source.

12. Reclamation shall require leveling of excavation area, rounding cuts, obliterating haul road within flood plain and seeding and mulching that portion of riverbank disturbed by haul road.

AWARDED: July 6, 1977
TIME: 300 Calendar Workdays

RETURN TO: Don Trout, Rm. 223, Transportation Bldg., Salem, OR 97310

~~Send to:~~

~~Division of State Lands~~
~~1445 State Street~~
~~Salem, Oregon 97310~~

OSHD PERMIT NO. 186
M.P. 93.3-M.P. 95.5 Unit
Spray-Kimberly Section
John Day Highway
Wheeler County

FOR DIVISION USE

Please return by _____
Date Received _____
Permit No. _____
Waterway _____
County _____

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq.)

Please Print

1. Applicant's Name E. R. FEGERT COMPANY
   Address P. O. Box 321 Phone _____
   City Othello, State Washington Zip Code 99344
2. Project Supervisor's Name _____ Phone _____
3. Property Owner's Name Oregon State Highway Division
   Address State Transportation Building Phone _____
   City Salem State Oregon Zip Code 97310
4. Waterway affected by project Haystack Creek Tributary of John Day River
   County Wheeler River Mile _____ Section 32 Township 8S Range 25E
   Local name for project location Haystack Creek Bridge
5. Purpose(s) of project To replace an old bridge.
6. Describe your proposed operation (Attach additional sheet if necessary):
   Contractor will use appropriate power earthmoving equipment to do the construction work.
7. When will project start? Spring 1977 Be completed? Fall 1977
8. Project will be: Removal _____ Fill _____ Combination X Riprap X
9. Fill will consist of: Rock: X gravel X sand _____ silt _____ other Dirt
   Removal will consist of: rock X gravel _____ sand _____ silt _____ other Dirt
10. Amount of Fill (cu. yds.): annually _____ total project Approx. 1,000 Cu.Yds.
    Amount of Removal (cu. yds.): annually _____ Total project Approx. 800 Cu.Yds.
11. Where will you place surplus materials? In highway roadbed.
12. What steps do you plan to take to restore the area to its natural condition?
    All new or disturbed dirt slopes will be seeded and mulched.

Signed _____ Title _____ Date _____

CONTINUED ON BACK OF SHEET

1/1 71 04 77

13. List names and addresses of adjoining property owners.

14. Remarks:

AWARDED: July 6, 1977
TIME: 300 Calendar Workdays

8559

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

June 17, 1977

FILE:

FROM: Dale D. Allen
Regional Construction Engineer

TO: Design Section

Attention: Don Trout

S A L E M

SUBJECT: Conditional Use Permit
Spray-Kimberly Section
Wheeler County
Highway Job No. 194

On June 16, we appeared before the Wheeler County Planning Commission for the purpose of obtaining a Conditional Use Permit for the gravel bar set up as a prospective material source on the above project. As a result of this hearing, the Planning Commission approved our request for the Conditional Use Permit.

DDA/dlm

cc: J. R. Hagedorn

Versteeg
Olson
Christensen
Scott
Swenson
Savage

RECEIVED
JUN 20 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

file Copy DW State Lands - Penny Hobbs

CONDITIONAL USE PERMIT NO. 28

I hereby certify that the Wheeler County Planning Commission has authorized the issuance of this Conditional Use Permit by action taken on the 15th day of June, 1977. (Nunc Pro Tunc May 25, 1977)

This permit is issued for purposes of allowing the State Highway Division to remove gravel in an F-2 zone, as provided by Section 3.070 (5) of the Wheeler County Zoning Ordinance of 1969, and applies to the following described property, to wit:

Sec. 1 TWP 9S Range 24E WM: W. I. Chapman property.

This permit is subject to the conditions set forth in the decision of the Planning Commission authorizing this permit, in addition to those imposed upon the use of the above described propery by the Wheeler County Zoning Ordinance of 1969, except as those provisions are modified by the action of the Planning Commission.

This permit shall be void after 12 months from the date of issuance unless substantial construction pursuant hereto has taken place. The Planning Commission may, in its discretion, extend this authorization for an additional period not to exceed one year on request.

Issued on this, the Nunc pro tunc May 25 day of May, 197 .

RE

ROE

ROE

Brad Donnell
Secretary
Wheeler County Planning Commission

$15.00 Fee paid by W. E. Schwartz (cash) 6/15/77

cy Don Trout
L. Hagedorn
Dist 13

8559

6554

LRW LAG 28 6-15// 6-16-77 8.20 AM

DON TROUT

HAVE RECEIVED APPROVAL FOR THE GRAVEL BAR AT SPRAY FROM THE PLANNING COMMISSION.

DALE ALLEN
SH 3/4.

Versteeg
Olson
Scott
Copy Swenson
Savage
Trout

RECEIVED
JUN 16 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up __/__/__
Other ____

8559

yellow 5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

June 14, 1977

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

SUBJECT: Spray-Kimberly Section
John Day Highway
Wheeler County

TO: John Hagedorn
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9105	00	Mainline, Centerline	Profile Grade
	01	Mainline, Centerline	Subgrade

BG:az
Attachment
cc: Bob Gettis

8559

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

June 10, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 23 on the following projects:

1. Main St-Cedar St (Philomath)
   S 19th St, Benton County

   Curbs and walks

   City responsibility

857-71

2. Circle Bar Section
   Crane-Venator County Road 37, Harney County

   Surfacing and structure

   County responsibility

3. Linn Road-Sams Valley Highway
   Crater Lake Highway, Jackson County

   Paving

   Six-foot shoulders to be signed and striped as bikeway

4. Valley River Bicycle-Pedestrian Bridge
   Eugene, Lane County

   Grade, pave and structure

   Bikeway project - City of Eugene and Federal Government

5. Fox Valley-Mill City
   Lyons-Mill City Road, Linn County

   Grade and pave

   County responsibility

6. W. Idaho Ave-SW 4th Ave (Ontario)
Malheur County

Paving and walks

City responsibility

7. Cairo Junction-Nyssa
Central Oregon Highway, Malheur County

Paving - 4-foot shoulders provided

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Browning Ave SE-Hilfiker Road SE (Salem)
Pacific Highway East, Marion County

Grading, paving and signals

Six-foot shoulders will be constructed to provide for future bikeway

9. Columbia Slouth Frontage Roads
East Portland Freeway, Multnomah County

Grading, paving and structures

Bikeway to be provided under later contract

10. North Tigard Interchange and Lake Road Interchange
Pacific Highway and East Portland Freeway
Multnomah and Clackamas Counties

Barriers and signing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Rockaway (N 3rd Ave)
City of Rockaway, Tillamook County

Grading and paving

City responsibility

12. Hot Lake Overcrossing-Union
La Grande-Baker Highway, Union County

Paving

Same as #7 except that 2- to 4-foot shoulders are provided

13. N Cherry St-Wallowa Lake Highway
Cove Ave and N Portland St, La Grande, Union County

Grading and paving

City responsibility

14. Denney Road Interchange
Beaverton-Tigard Highway, Washington County

Grading, paving, structure, signing and illumination

Eight-foot sidewalk provided on Denney Road within project limits

15. Spray-Kimberly
John Day Highway, Wheeler County

Grading, paving and structure

Same as #7 except that 4-foot shoulders are provided

16. Rock Creek Section
Willamina-Sheridan Highway, Yamhill County

Grading, paving and structure

Same as #7 except that 4- to 8-foot shoulders are provided

17. NE 20th St-NE 8th St (Newport)
Oregon Coast Highway, Lincoln County

Paving

Same as #10 - overlay only

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8559 5

STATE OF OREGON

INTEROFFICE MEMO

PROJECT MANAGEMENT
JUN 8 '77
REFER TO:
FOR
Requires Report | Prepare | R/D | Action | Plan | Letter | See me
Requires Approval | Review
Receive Copy
Do not File
Return To
Bring Up
Other

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 6, 1977

FROM: D. W. Hopkins
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Spray-Kimberly Unit
Spray-Picture Gorge Section
John Day Highway
Wheeler County

Versteeg
Olson
Christensen
Scott
Swenson
Sayers
Trout

RECEIVED
JUL 06 1977
ROAD DESIGN SECTION

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 5: Pat Schwartz
District 12: H. W. Oswald
Region 5 Geologist: Vernal Moore
B. L. Gifford

EJH
DEPUTY STATE HIGHWAY ENGINEER
Date 6-8-77

RECEIVED
STATE HWY ENGR
JUN 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1287

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 31, 1977

In reply refer to: HA.5

SUBJECT: PROJECT ASSESSMENT-ADDENDUM
Oregon Project F-6(1)
Spray-Kimberly Unit (Spray-Picture Gorge Sec.)
John Day Highway
Wheeler County

FROM : G. L. Green, Division Administrator

TO : Mr. H.S. Coulter, State Highway Engineer
Salem, Oregon

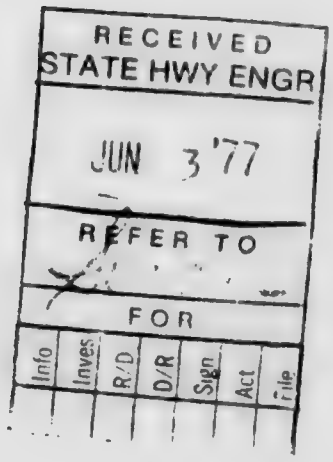
The subject project assessment addendum submitted with Mr. Hopkins' May 17, 1977, letter has been reviewed.

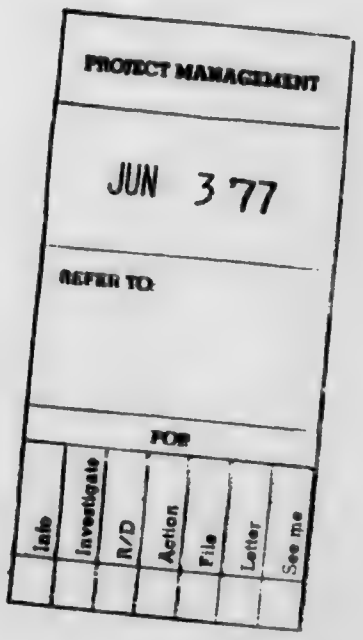
We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Region 5, Kennedy)
ODOT (Laux)





BEN GIFFORD

CATEGORY 3 PROJECT
NON-MAJOR

F-6 (-)

PROJECT HISTORY

Spray-Picture Gorge Section

Unit 1 (M.P. 93.3 - 95.5) of the 31-mile Spray-Picture Gorge Section was approved for construction in May, 1975. Funding of the $1,143,000 project is derived from matching State and federal monies. The impact of roadway construction was addressed in an environmental assessment submitted to the FHWA in October, 1974. The OSHD recommended a Category III designation, as defined in the Oregon Action Plan. The FHWA concurred in December, 1974. Bid letting is scheduled for May, 1977.

Materials Sources

Approximately 35,000 cubic yards of rock material are required for the construction of Unit 1. The Highway Division initially designated a rock source within Unit 2 (M.P. 95.5 - 101.6) to supply material for the construction of Units 1 and 2. The source (M.P. 100.4), a basalt protrusion, was incorporated in a section designated for cut (Triangle 5 on accompanying map). Lack of funds to construct Unit 2 and the Highway Division's condemnation policy have precluded the use of this source. Alternate sources at M.P. 99 (Triangle 1), M.P. 97.8 (Triangle 2), M.P. 93.7 (Triangle 3), and M.P. 83.6 (Triangle 4) have consequently been assessed for usability.

Usability of Alternate Sources

The use of alternate material sources has been assessed in terms of social, economic, and physical environmental costs. Considerations include:

- impact of blasting (mining) and hauling on local communities;

- visual aspects of rock production;
- rock production and hauling costs;
- quality of rock;
- site reclamation costs;
- economics of job delay;
- impact on agricultural or rangeland resources;
- impact on fish and wildlife resources;
- impact on heritage (i.e., paleontological) resources;
- mitigative actions.

LOCATION 1 - BASALT OUTCROP M.P. 99

The basalt outcrop at M.P. 99 was the first alternative materials source considered. The outcrop and contiguous land is within BLM jurisdiction. Tentative plans included presplitting the outcrop to form several benches. This would enable the Highway Division to widen the existing road at the rock point, obtain rock products for the project, and satisfy mined land reclamation requirements. The plan also required stripping and quarrying the backslope of the outcrop (note accompanying photographs). Crushing and asphalt plants would be located in the draw behind the outcrop. At least four important considerations are associated with the use of this source. They are:

1. damage to the existing highway;
2. environmental degradation;
3. production and hauling costs; and
4. project delay.

Highway Damage

The existing highway has an oil mat surface. Rock blasted from the outcrop

would fall on the road and penetrate the surface. The cost of repairing the road must be included in the overall cost of the project.

Environmental Degradation

Although benching the basalt outcrop would not appreciably diminish environmental quality, stripping and quarrying the back slope could be an act of some significance. Removing vegetation cover and topsoil would increase run-off and accelerate erosion. The location of the back slope within a natural draw increases the likelihood that fine-grained material would be washed into the John Day River. The Highway Division and the Bureau of Land Management are reluctant to develop new quarries on public land, especially in view of a major highway.

Production and Hauling Costs

The estimated cost of rock production is $183,000. Average haul distance is 4.5 miles. Costs include:

Quarry Reclamation	$ .12	per cubic yard
Drilling and Shooting	1.25	
Feed Crusher	.90	
Crushing	1.60	
Hauling	.90	
Handling	.48	
	$5.25	x 35,000 = $183,750

LOCATION 2 - GRAVEL BAR M.P. 97.8

This 16-acre site was acquired in 1955 for a Spray-Kimberly rock production project. Approximately 20,000 cubic yards of gravel were extracted from the John Day River and the 8-acre bar. Excavation holes have since been filled and leveled. The area is periodically used as a State stockpile site.

The present site consists of a near-level bench adjacent to the river and a larger, gently sloping hillside between the bench and the highway. Riverine vegetation removed during rock production is reestablished on the bench. Sagebrush and scattered juniper occur on the slope. Although the bar has not been depleted of gravel, its value as a materials source is questionable. A representative of the State Fish and Game Commission recently maintained that further use of the site as a materials source might be detrimental to fish propagation. There were two principal concerns:

1. Pits excavated below high water level could entrap fish as high water recedes.

2. Stockpiled over-burden and rock-production rejects might be washed into the river. Silt and clay sized particles could cover fish spawning areas and smother the eggs.

In addition to these factors, the Highway Division has identified the site as a potential recreation area. The bar is one of the few public access points along the river. It is extensively used by fishermen and hunters. Reopening the site as a materials source might diminish its potential as a rest area or temporary campsite. These options should be maintained. Although flooding conditions have not been assessed, recreation may be the highest and best use of the 16-acre site.

LOCATION 3 - BASALT QUARRY M.P. 83.6

Location 3 is adjacent to the John Day Highway. The 0.2-acre quarry site was acquired from the BLM in 1972 for the Highway Division's Spray Rock Production project. It is still a State-controlled source. The quarry is visible from the highway and is characterized by high, near-vertical walls. Blasting has produced a considerable amount of broken and fractured rock at the top of the quarry. This loose material constitutes a work hazard and would have to be removed before quarry operations can resume. The condition of the quarry is partly attri-

butable to the lack of a rehabilitation plan. Mined land reclamation policy had not been fully implemented at the time of the rock production project. In November, 1974, the State Department of Geology and Mineral Industries exempted the quarry from mandatory rehabilitation (Ident. No. 35-0003).

Highway Division records indicate that the quarry is a less than satisfactory source for the production of crushed rock. When blasted, the unweathered basalt tends to break into large, very hard blocks. The material is considered to be ideal for riprap; crushing, however, is difficult and expensive. A contractor recently rejected the quarry as a materials source because of hazardous working conditions and the cost of mitigation. In addition, there was some concern that rock would be blasted onto the highway and adjacent river.

Economic factors alone preclude the use of the quarry for rock production. Estimated costs are:

Crushed material (35,000 cubic yards)

Reclaim Quarry	$ .12
Drill and Shoot	1.25
Feed Crusher	.90
Crush	1.60
Haul	1.86
Handling	.57
	$6.30 x 35,000 = $220,500

(From M.P. 83.5 the average haul is 10.8 miles.)

LOCATION 4 - GRAVEL BAR OPPOSITE M.P. 93.7

This 19 (+-)-acre gravel bar was identified as a possible materials source after other alternatives had been assessed. Usability was based on four factors:

1. Quality and quantity of material;
2. Access;
3. Economics of production; and
4. Environmental aspects.

Quality and Quantity of Material

Geologic investigations indicate that the bar consists of unconsolidated cobble to clay size alluvium. The material was derived from the Rattlesnake, Mescall, Columbia River Basalt, and John Day formations. Basalt is the predominant rock type with lesser amounts of hard and durable meta-sediments. Particle shape varies considerably.

The 13 test holes dug into the bar on March 14 reveal an abundance of gravel up to depths exceeding six feet. No water appeared in the test holes. Laboratory reports indicate that the bar materials are sufficient in quantity and quality for highway construction purposes.

Access

Access to the gravel bar requires the construction of a temporary haul road across private property. The 0.8-mile road would traverse a gently sloping hillside and the corner of a cultivated field as specified by the property owner. Much of the proposed alignment conforms to an existing stock trail.

The gravel bar would be reached by fording the John Day River (note map). A representative of the State Game Commission maintained that fording should be con-

fined to a low water period in August. Normal run-off at that time is 160 cfs. Projected run-off for August, 1977 is only 45 cfs. The haul road would reach river level by traversing the 6 (+-)-foot bank on a deagonal (note photo). This would minimize cut in the river bank and/or the construction of a ramp from the top of the bank to the river.

Sand and gravel excavated from the bar would be hauled to the State stockpile site at M.P. 93.7 for processing (note photo). Average haul distance to the project would be 1.6 miles.

Economics of Rock Production

The economics of rock production are decidedly favorable. Approximately 28,000 cubic yards of river bar material can be used as base course with little or no processing. An additional 7,000 cubic yards of gravel would have to be crushed, however, for top course and aggregate for asphalt concrete. Production costs include:

Crushed Material (7,000 C.Y.)

Reclaim Pit	$ .05
Feed Crusher	.90
Scalp	.25
Crush	1.60
Haul	.32
Royalty	.10
Handling	.32
	$3.54 x 7,000 = $24,780

Uncrushed Material (28,000 C.Y.)

Reclaim Pit	$ .05
Excavate and Load	.50
Haul	.32
Unload & Load at Plant	.50
Royalty	.10
Handling	.14
	$1.61 x 28,000 = $45,080

Haul road construction & removal	3,800	
	$73,660	$73,660 ÷ (7,000 + 28,000) = $2.10 per C. Y.

Environmental Aspects

The 19 (+-)-acre gravel bar is located in a tight bend of the John Day River. Aerial photographs (1971) and the USGS map of the Spray quadrangle (1953) to the bar's stability. The vegetation line is well up on the bar. Big leaf sage (Artemisia tridentada) is the predominant shrub. A large juniper tree is growing downstream from the point of the bar. This area is least subject to flooding. On March 14, 1977, the maximum bar elevation above river level was 14 feet.

The actual extent of the bar has not been fully determined. Upland portions are masked by river silt several feet in thickness. There is reason to believe the bar was developed on a rock cut terrace. Depth to bedrock is unknown.

High and low water channels are easily identified. Local residents maintain that the bar was completely submerged in 1964. This is substantiated by hydrographic data. Maximum flooding conditions occurred on December 24, 1964. The river gage at Service Creek measured 17.85 feet above datum (1632.42 feet msl). The record low occurred on August 23, 1973. On that date, the river gage recorded 2.1 feet above datum. Run-off was 6 cfs.

Heritage Resources

The John Day River area was utilized by Sahaptin and Shoshonean speaking Indians. A recent archeological reconnaissance in the project area, however, failed to locate significant remains. It is unlikely that artifacts would be found on a bar of relatively recent origin. A report compiled by the University of Oregon Museum of Natural History states:

> "Of the sites discovered so far in the John Day Valley, most are located on terraces overlooking tributary streams rather than on terraces or banks of the John Day River itself. This could be the result of alluviation and erosion of sites by the river, or of the aboriginal settlement pattern, or a combination of both. It suggests that the places in the project area where sites are likely to be found are those locations where the highway right of way crosses tributary streams."

Fish and Wildlife

The John Day River and tributaries support a variety of fish. Summer steelhead spawn in the tributaries in April and May; Spring chinook in September. Small-mouth bass occur upstream at least as far as Kimberly. This is well within the area of the proposed project. Channel catfish, planted in the early 1970's, also utilize this portion of the river.

Wildlife resources in the project area include deer and upland game birds. Canada geese have been observed on the bar.

Resource Development and Mitigation

Unless properly managed, work on and in the vicinity of the gravel bar could have an adverse impact on fish and wildlife. Holes dug into the bar could entrap fish during periods of highwater; stream siltation could smother fish eggs; fish and wildlife habitat could be destroyed in the course of mining operation. In addition, heavy equipment could cut into the streambank, accelerating erosion. Oil leakage from trucks always remains a possibility. These adverse impacts, however, can be prevented or mitigated.

Gravel removal and site reclamation would conform to guidelines set forth by the State Department of Fish and Wildlife and other pertinent resource agencies. Work in and about the river would only take place during the period specified by the State Department of Fish and Wildlife. Gravel removal would be monitored daily by a Highway Division inspector and periodically by the Highway Division's Regional Environmentalist.

Several alternatives have been considered that would allow the removal of approximately 36,000 cubic yards of sand and gravel with minimal adverse impacts. The plan depicted on the accompanying aerial photograph and cross section was

developed to leave the gravel bar in as natural state as possible. River hydraulics were an important consideration.

In the proposed plan, the area of gravel acquisition conforms to the general shape of the bar. No holes would be left to entrap fish and very little vegetation would be disturbed. Flow characteristics indicate that the present configuration of the bar would be maintained. The river channel would remain virtually unaltered.

The area of gravel removal is bounded by a point near the river, one foot above low water at the time of excavation, to approximately 160 feet inland. The wedge-shaped area of excavation slopes toward the river (note cross section). Maximum depth of excavation is about ten feet. The terminus of excavation would appear as a gradual 6:1 slope rather than a steep bank.

Gravel removed from the bar would be hauled across the river to the State stockpile site for processing. This would insure that fine-grained products of rock production would not be washed into the stream during times of high water. Water levels during the period of gravel removal will be low. The overflow channel appearing on the aerial photo will probably be dry. Consequently, trucks and other equipment would not have to ford much water.

Most of the proposed haul road would be constructed on unimproved grazing land; however, approximately 300 feet of the road would cross the corner of an irrigated field. This portion of the road would be obliterated after hauling has been completed. The road would not traverse talus slopes. Trucks would ford the river on streambed gravel.

The development of the proposed materials source will include these environmental controls:

1. Excavation and clean-up work within the flood plain to be completed in as short a time as possible between August 1, 1977 and August 31, 1977.

2. Elevation of bottom of excavation shall be one foot above water level at time of excavation.

3. The haul road from the east bank to the gravel bar shall be limited to a minimum width for one way travel (approximately 15 feet) at location staked by the engineer.

4. Fording of moving stream will be allowed only at location shown on plans and staked by engineer.

5. No excavation or excavating equipment will be allowed within moving stream except as allowed in 4. above.

6. The haul road shall be maintained in such a manner that mud and silt from the east bank is not tracked or washed into the stream channel.

7. Equipment used for loading and excavation to be moved to the east bank when refueling, servicing and when not in use overnight or on weekends.

8. No processing of material allowed in area. All material to be stockpiled and processed at State-owned stockpile site located at M.P. 93.8.

9. Equipment shall not be allowed outside work area on the gravel bar as staked by engineer and no vegetation outside this area shall be disturbed.

10. Excavation and reclamation shall be to the lines, grades and shape shown on these plans and specs.

11. This permit is limited to quantities specified in this contract and does not grant future or perpetual use of this source.

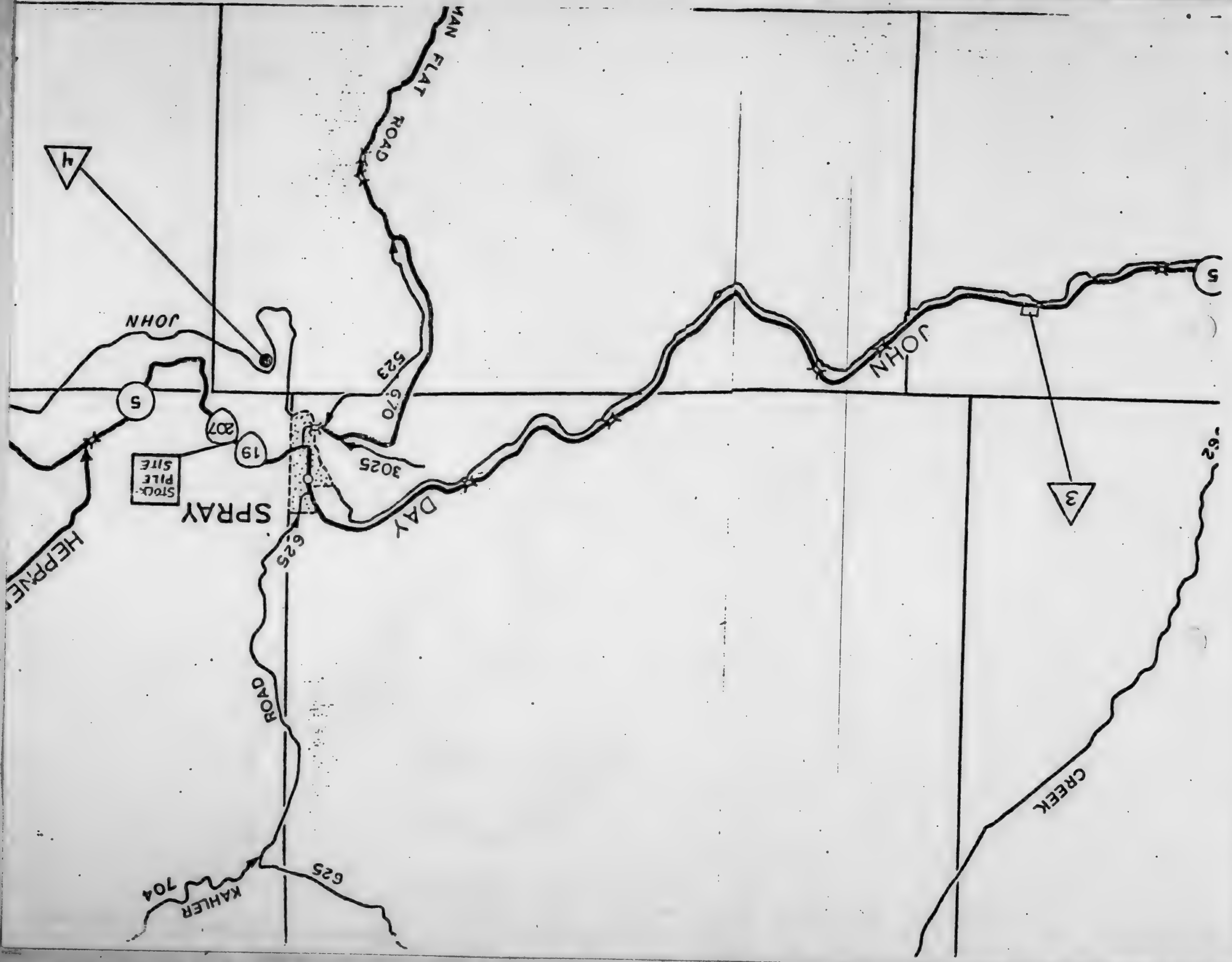
12. Reclamation shall require leveling of excavation area, rounding cuts, obliterating haul road within flood plain and seeding and mulching that portion of riverbank disturbed by haul road.

Concluding Remarks

A comparison of rock production costs clearly favors the use of the gravel bar opposite M.P. 93.7. If proposed mitigative actions are carried out, impact on fish and wildlife resources would be minimal. River hydraulic studies indicate that if gravel is removed from the bar according to plan, impacts downstream would

be insignificant. The bar would assume its present configuration in a relatively short period of time.

Sand and gravel rank among Oregon's most valuable resources. The Highway Division and the State Department of Fish and Wildlife are in a position to demonstrate the multiple-use nature of select gravel bars. Tentative plans include pre-construction, during-construction, and post-construction monitoring.


MAN FLAT ROAD
JOHN
523
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STOCK PILE SITE
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ROAD
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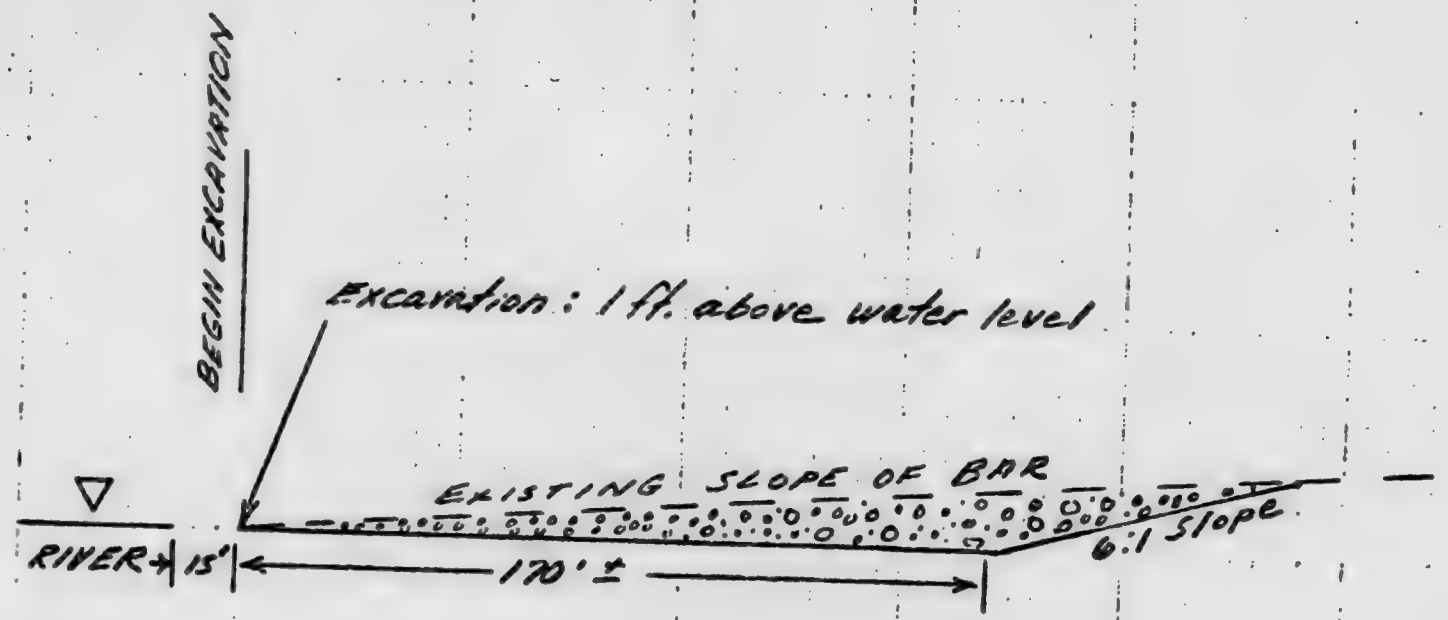
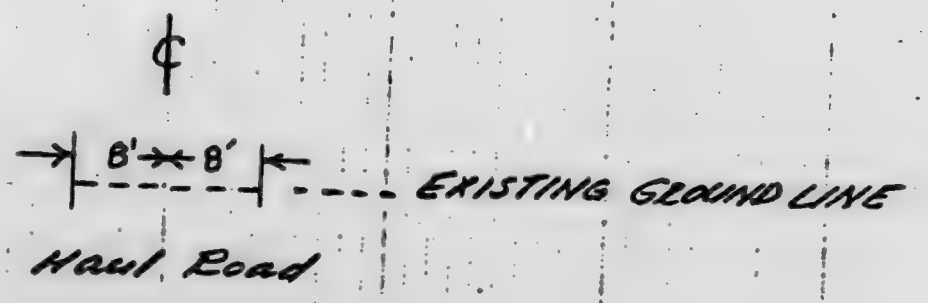
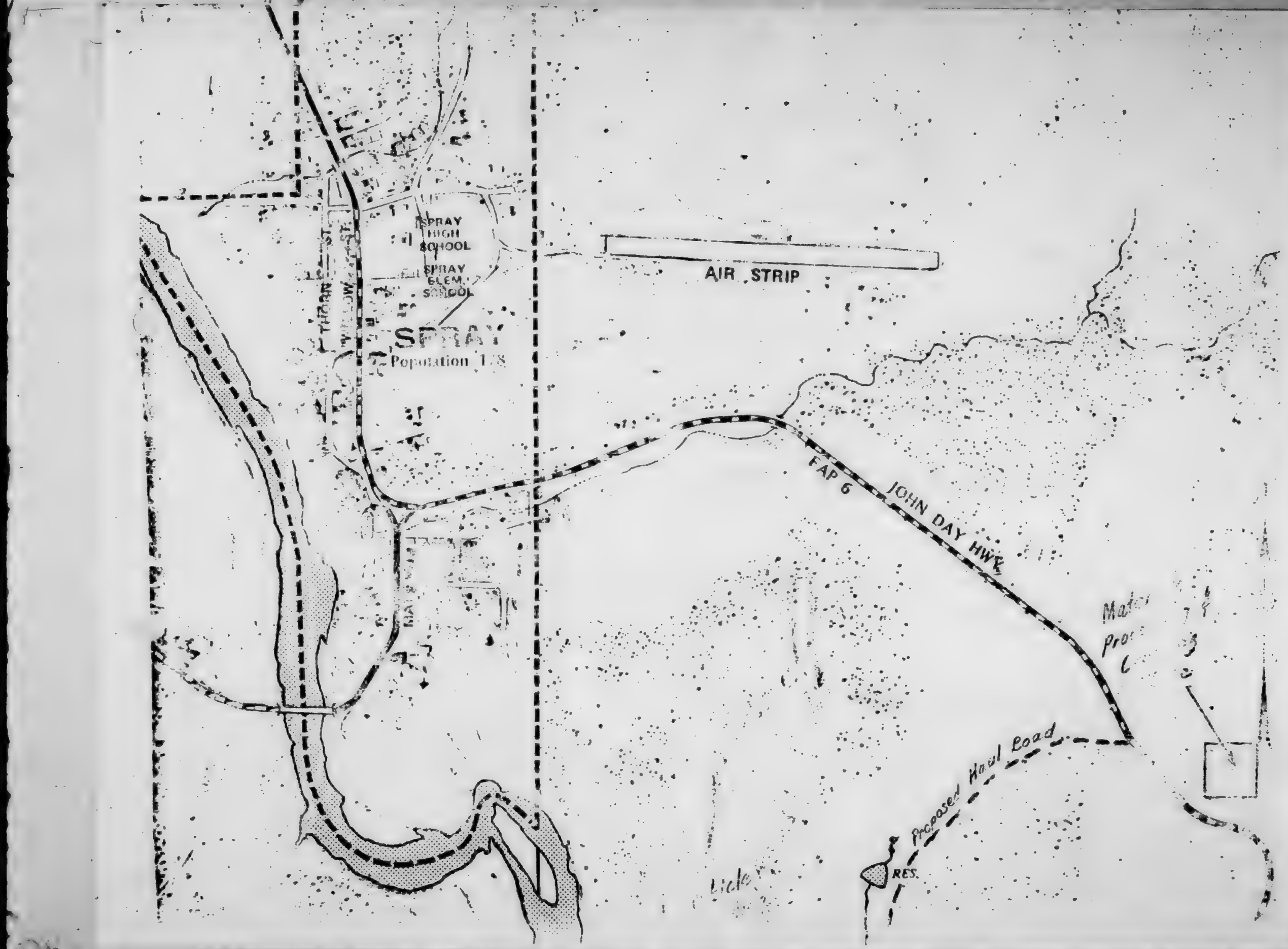


GENERALIZED CROSS SECTION 1" = 50'




SPRAY
HIGH
SCHOOL
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ELEM.
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Population 178
AIR STRIP
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JOHN DAY HWY
Proposed Haul Road
RES.

Proposed Haul Road

RES.

Motor Vehicle Parking Area

Channel Arises at Spring

Iris Gulch Forks

HIGH ROCK BLUFF

Excavation

Gravel Bar

JOHN DAY RIVER

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8559

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-1-77

FEDERAL AID PROJECT NO. F-6-(1)

STATE PROJECT NO. See Below

COUNTY NAME Wheeler

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70115

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	Primary 6	Primary 5

GENERAL LOCATION:

"Spray-Kimberly Section (MP 93.5-95.5 Unit)"

GENERAL DESCRIPTION OF WORK:

Grade, drain, pane, one structure and Utility Adjustment as required. (Code 6201-X080, miles 2.20)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Permanent Pavement Striping	(SF)	$1,200
Temporary Pavement Striping	(SF)	$2,000
Temporary Erosion Control		$2,000
On The Job Training		$ 800

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5-27-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $972,324-federal funds $834,253.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. K. Hoessier	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8559

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 31, 1977

In reply refer to: HA.5

SUBJECT: PROJECT ASSESSMENT-ADDENDUM
Oregon Project F-6(1)
Spray-Kimberly Unit (Spray-Picture Gorge Sec.)
John Day Highway
Wheeler County

FROM : G. L. Green, Division Administrator

TO : Mr. H.S. Coulter, State Highway Engineer
Salem, Oregon

857-H

The subject project assessment addendum submitted with Mr. Hopkins' May 17, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Region 5, Kennedy)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUN 3 '77
REFER TO
orig. to Swan
FOR
Info | Cover | R/D | D/R | Sign | Ret | File

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5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 26, 1977

FROM: Donald L. Trout
Design Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Prospective Material Source
Spray-Kimberly (MP 93.3- MP 95.5)
Unit 1
John Day Highway
Wheeler County

The Division of State Lands Preliminary Removal/Permit indicated their permit would only be valid if approval for our material source was received from the Wheeler County Planning Commission. An inquiry to Division of State Lands revealed they were unable to get a "yes" or "no" from the County at the time they issued the preliminary permit.

Region 5 personnel were advised of this and they contacted the County and received the following explanation: The Planning Commission members each revealed they have no objection and intend to approve the proposal. They cannot formally act, however, until their June 15, 1977, meeting. They have to give a 10-day public notice prior to that meeting.

The project is being presented to the FHWA for P.S. & E. approval with the understanding that Environmental Mitigation Measures in the plans for the material source are subject to the County approval.

DLT:jh
cc: Ernie Valach, FHWA
W. E. Schwartz

1 Versteeg ✓
Olson
2 Chrisensen
Scott
3 Swenson
Savage
Trout

RECEIVED
MAY 26 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8559

5

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/20/77
Donald L Ponst

~~6-27-77~~ 6-23-77 Bid Letting _____ All Clear Deadline

SECTION Spray-Kimberly (MP 93.3-95.5), Unit 1
Highway John Day
County Wheeler
Type of Work G, P, Str. Region 5
State ✓ Consultant __ Plans Avail. __ Yes __ No Funds Bond 74

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS						
Negative Declaration						
Project Assessment		X				No problems not covered by Permits
Write-off Letter						
PERMITS:						
Division of State Lands		X				(Requires County Approval)
D.O.G.M.I.		X				(Mat'l Source in John Day River)
Corps of Engineers		X				
Coast Guard		X				
Co. Conditional Use		X				
NPS Air Pollution		X				
NPS Water Pollution		X				
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8559

Salem, Oregon
May 24, 1977

ORIGINAL SIGNED BY
DONALD L. TROUT
Donald L. Trout
Design Office Engineer

MEMORANDUM TO THE FILES

Spray-Kimberly Section
MP 93.3-MP 95.5
John Day Highway
Wheeler County

A brief review of the history of this project reveals the following:

1. It is Unit No. 1 in this area.

2. It is the Unit on the Bond Program.

3. It was established as a number one priority for highway improvements in Wheeler, Grant, Morrow and Umatilla Counties.

DLT:jh

STATE DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES
P. O. Box 1028
Albany, Oregon 97321

Telephone (503) 928-5386

5-23-77

8559

Ident. No. 35-0009

Sent _____ By ___

THIS CERTIFICATE ISSUED TO ESTABLISH DETERMINATION OF JURISDICTION.

☒ GRANT OF TOTAL EXEMPTION
☐ GRANT OF LIMITED EXEMPTION

Oregon State Highway Division
State Highway Building
Salem, OR 97310
Attn: Mr. Don Trout

Site Identification

¼ Sec. ___ Sec. 1 Twp. 9S Rge. 24E

County Wheeler

Pursuant to ORS 517.750 to 517.900 as amended and subsection (4) of ORS 517.990, the above named operator is granted an exemption from the requirement for a reclamation plan and a bond for the property described above and in the Application dated _____.

TERM: Pursuant to ORS 517.750(11) and ORS 517.770, this Grant of Exemption shall be in effect, unless revoked or suspended for cause, from the date of issuance. The basis for granting the exemption(s) is shown below.

1. ☐ The land was affected by surface mining before 7-1-72 (ORS 517.770(1)).
2. ☐ A valid surface mining contract exists between the operator and landowner (ORS 517.770(3)).
3. ☐ Valley dredging for metallic and/or industrial minerals (ORS 517.770(2)).
4. ☒ All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.) (ORS 517.750(11))
5. ☐ Access roads' borrow pit or quarry (ORS 517.750(11)).
6. ☐ On-site construction (ORS 517.750(11)).
7. ☐ The site is less than one acre (ORS 517.750(11)).
8. ☐ A total of less than 2,500 cubic yards of mineral have been or will be removed (ORS 517.750(11)).
9. ☐ The site is inactive.
0. ☐ Other.

THIS CERTIFICATE DOES NOT RELIEVE THE PERMITTEE FROM THE REQUIREMENTS OF CITY, COUNTY, OR OTHER GOVERNMENT AGENCY AUTHORITY.

PENALTIES: It is the responsibility of the above-named operator to notify the Department immediately wherein, because of changed conditions, the operator's exemption or exclusion under the Act is nullified. Failure to do so by the operator will place him in the position of conducting a surface mining operation without a permit and subject to the penalties set forth in ORS 517.990(4).

Issued this 23rd day of May 19 77

STATE of OREGON DEPARTMENT of GEOLOGY & MINERAL INDUSTRIES

By _____

Title Administrator, Mined Land Reclamation

SMLR-10 - Rev. 072776

8559

FROM DIVISION OF STATE LANDS

John Day River
Wheeler County
Highway Job No. 194

Preliminary

ATTACHMENT A

Spray-Kimberly Section
John Day Highway

Special Conditions for Material Removal Permit No. 2620

1. This permit authorizes the removal of up to 35,000 cubic yards of gravel from a gravel bar between Sta. 52+00 (M.P. 93.3) and Sta. 165+50 (M.P. 95.5) on the John Day River as outlined in the attached permit application, supplemental material, maps and drawings.

2. This permit shall be valid only if the project receives the approval of the appropriate planning body.

3. The operation shall be conducted in a manner that will minimize any turbidity increase.

4. The stream shall not be diverted from the natural bed nor within the natural bed.

5. All potholes or removal pits shall be connected to the stream at the end of season's work.

6. No removal of existing woody vegetation shall occur.

7. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

May 19, 1977

8559

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 12, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Addendum
Project Assessment
Spray-Kimberly Unit
Spray-Picture Gorge Section
John Day Highway
Wheeler County, Oregon

TO: L. W. Rulien
Program Management Engineer

ORIGINAL SIGNED BY
GARY A. POTTER

NOTED
E. S. HUNTER

Attached is a report documenting the effects of utilizing an alternate materials source for the subject unit.

A project environmental assessment was originally prepared October 9, 1974, and approved by FHWA Division October 18, 1974 as a Category 3, Major Non-Significant Action, which called for the preparation of a Negative Declaration. However, with the issuance of the new FHPM 7-7-2, the project was reclassified a Non-Major action, and approved as such by FHWA Division January 6, 1975.

Based on the attached report, it is the conclusion of the State Highway Division that the use of the proposed alternate materials source would not significantly affect the quality of the human environment, and, therefore, would not change the present classification of Non-Major.

Attachment

GAP:cjh

cc: E. S. Hunter
Wendell Schwartz
Jim Kennedy
Bill Kappus-FHWA

RECEIVED
STATE HWY ENGR
MAY 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8559 5

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 27, 1977

FROM: Donald E. Keyes
Location Liaison Engineer

SUBJECT: Material Source
Spray-Kimberly Section
John Day Highway.

TO: ~~FILE~~

At the request of Lyle Watson I contacted John Payne of the Corps of Engineers regarding need for a Section 404 permit to haul material across the John Day River. I explained to Mr. Payne that there would be no material placed in the river for a haul road and that the highway vehicles would be traveling on the natural stream bed. I also reviewed with Mr. Payne the twelve special provisions that are attached to Mr. Dale Allen's letter of April 18.

Mr. Payne's comment was that a Section 404 permit would not be needed as long as there was no material put in the waterway area below ordinary high water.

DEK:mc

cc J. H. Versteeg

REFERRED TO

Beard, Reed, Cole, Sample, Eriksen, Watson, Hager, Wolfe

Return / Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

1 Versteeg, Olson, 2 Christensen, Scott, Copy Swenson, Savage, Copy Trout

RECEIVED
APR 28 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep —
Do not File —
Return To ____
Bring Up ____
Other ____

8559

W. E. Schwartz:

Please let us know soon after the contract is awarded whether or not the contractor plans to use this source and when he plans to begin work.
Don Trout

April 22, 1977

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Penny Hobbs

Dear Penny:

Re: OSHD Permit No. 194
Prospective Material Source
Spray-Kimberly Section
John Day Highway
Wheeler County

Enclosed is an application with plans and environmental assessment covering the above prospective material source. The site is a gravel bar adjacent to the John Day River southeasterly of Spray. Please have the normal review made on this proposal and furnish us a copy of the Preliminary Special Conditions that will become a part of the permit if, in fact, the contractor chooses to use the source. We will let you know of his decision as soon as a contract has been awarded.

The project is for the removal of approximately 35,000 cubic yards of bar run gravel from the gravel bar. The bar run gravel will be removed from the gravel bar and taken to the highway project for processing. The river will be forded during the month of August as recommended by Fish and Wildlife. Several controls have been identified by our field engineers working with the District Fish and Wildlife Geologist. They are listed in Item No. 13 on the application and will become a part of the contract specifications.

Since this is a gravel deposit formed by the river it is assumed the permit jurisdiction lies with the Division of State Lands. If you find this is not so, please advise so we can apply to the Dept. of Geology and Mineral Industries.

If anything further is required, please call.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh

cc: W. E. Schwartz

8559

FORM 81.734.3050

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

April 18, 1977

FILE:

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: OSHD Permit No. 194
Material Source
Spray-Kimberly Section

TO: Don L. Trout
Design Office Engineer

S A L E M

We are returning the draft copy of the above permit with corrections noted in red. Also, we have revised the plan sheet to reflect the method of development which was reviewed by the Fish and Wildlife people in John Day on April 14, 1977.

At the request of Errol Claire, a detailed environmental assessment was prepared by Jim Kennedy working with our Environmental Section and several resource agencies. This assessment addresses those questions mentioned by Stan Ausmus plus many others.

To mitigate any adverse impacts, the permit includes twelve special provisions. Make sure these appear on the plans to avoid confusion by the contractor.

If there are any questions, please advise. It is imperative that we make the May or June letting in order to allow mobilization time by the contractor.

DDA/dlm
Attachments

Versteeg
Olson
Stevenson

RECEIVED
APR 21 1977
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
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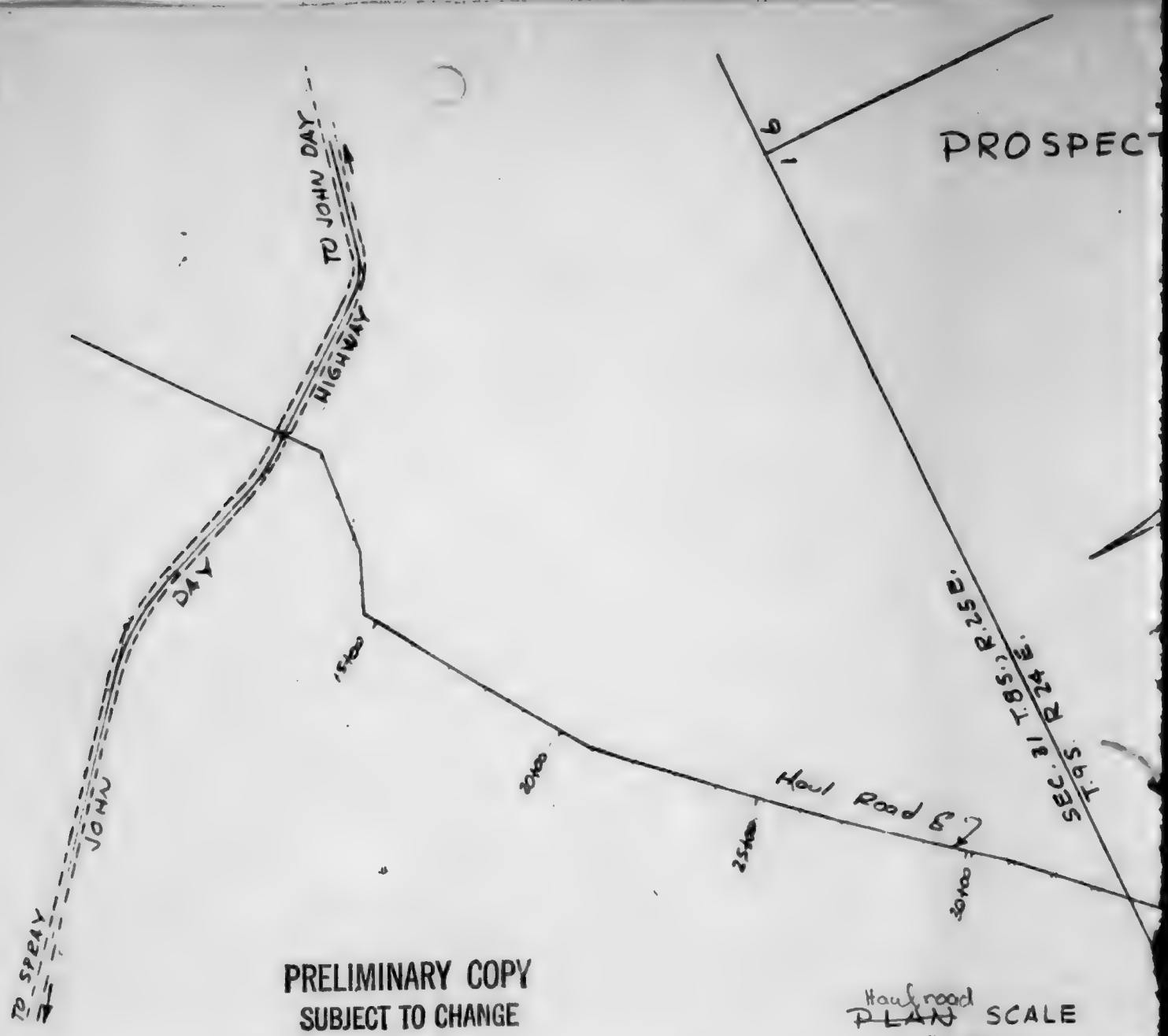
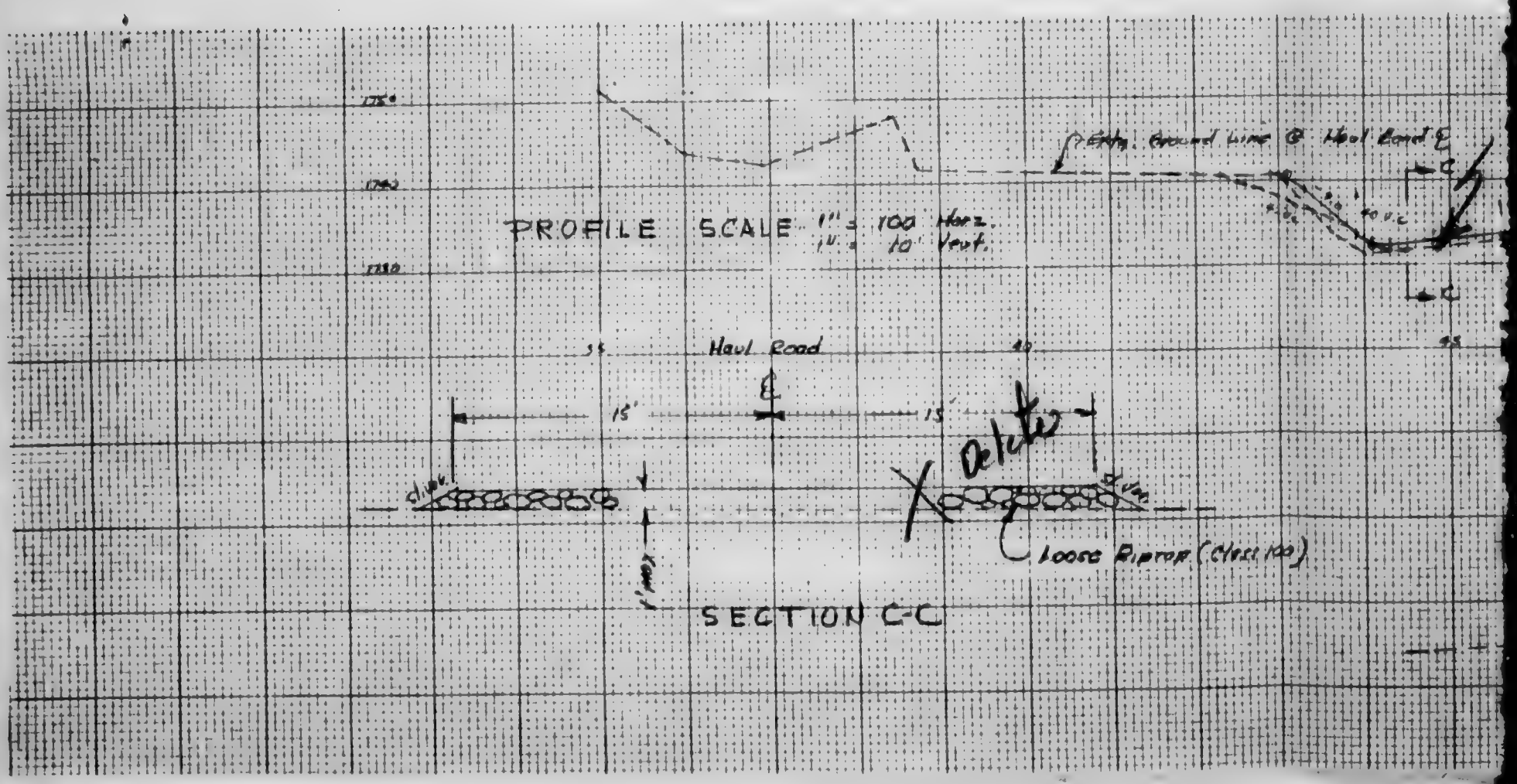
Other



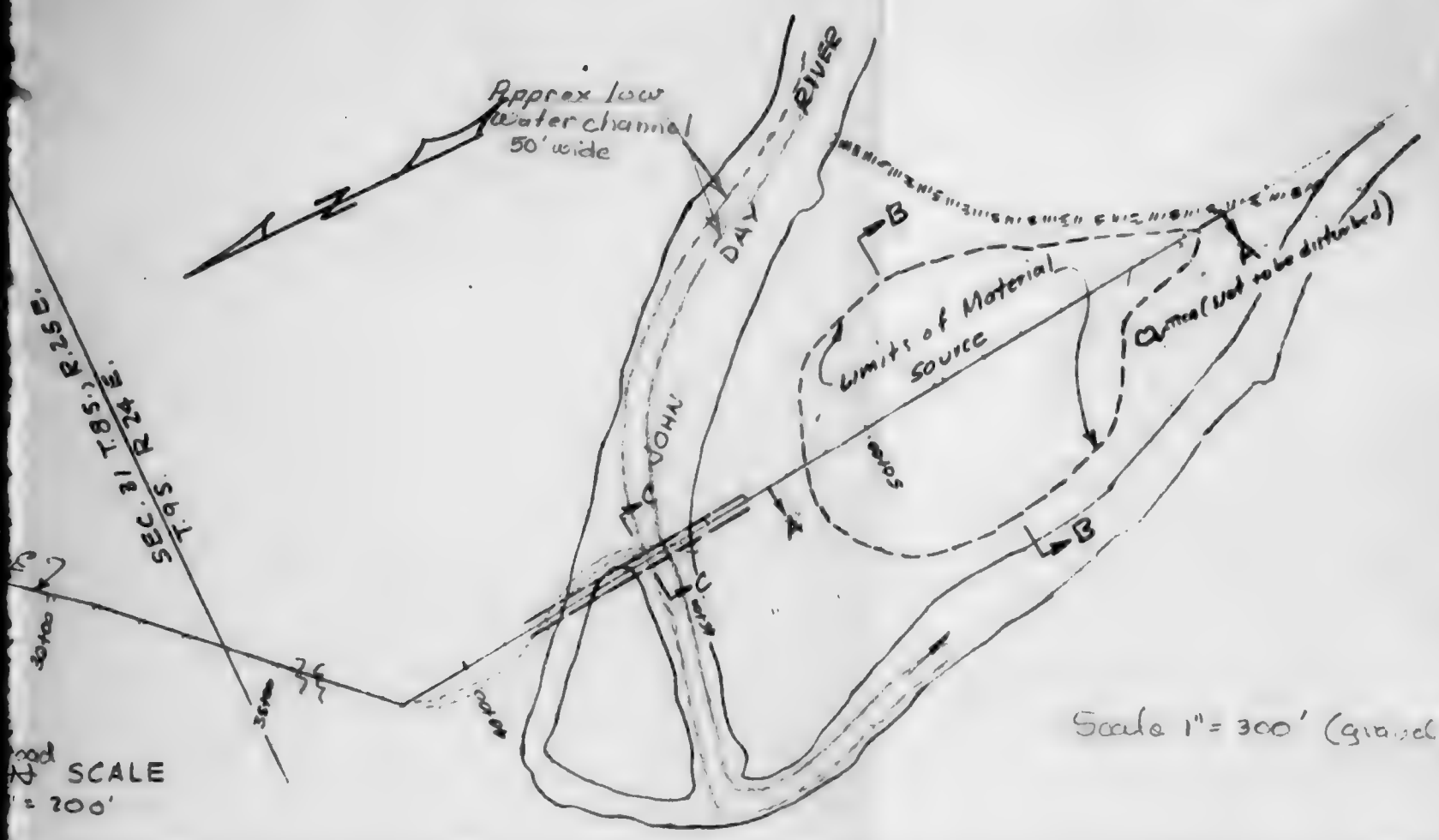
PRELIMINARY COPY
SUBJECT TO CHANGE

Haulroad ~~PLAN~~ SCALE
1" = 200'



PROSPECTIVE MATERIAL SOURCE (M.P. 93.7)

M.P. 93.3 - M.P. 95.8 UNIT SPRAY - KIMBERLY SECTION JOHN DAY HIGHWAY WHEELER COUNTY				SHEET NO. 2N
	STATE			
10	OREGON			



Scale 1" = 300' (grade of bar)

Delete this X. Sec.

SECTION A-A

SECTION B-B

8559

4508

LRW LAG 59 4-15-77 4.00 PM

VERSTEEG

WATSON

RE SPRAY-KIMBERLY JOB.

GOT OK FROM FISH COMMISSION TO GO INTO BAR. I AM REVISING THE DRAFT PERMIT AND WILL RETURN IT MONDAY.

~~XXXX~~ HAGEDORN SAID LAB TESTS OF GRAVEL INDICATE WE DO NOT NEED THE SCALPING SPEC. WOULD YOU HAVE IT REMOVED FROM SPECIALS.

WE CANNOT GET INTO RIVER UNTIL AUGUST ~~X~~ 1 SO WE SHOULD DELAY AWARD OF CONTRACT UNTIL JUNE. PROBABLY COULD NOT MAKE MAY LETTING ANYWAY.

DALE ALLEN

THIS IS ON THE SPRAY-KIMBERLAY JOB NOT THE PRAY-KIMBERLY.

DLM 3/4.

Versteeg
Olson
Christensen
Scott
Copy Swenson
Savage
Copy Trout
Wyatt

RECEIVED
APR 15 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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Bring Up ____/____/__
Other ____

18557 4-11-77

PROJECT HISTORY

Spray-Picture Gorge Section

Unit 1 (M.P. 93.3 - 95.5) of the 31-mile Spray-Picture Gorge Section was approved for construction in May, 1975. Funding of the $1,143,000 project is derived from matching State and federal monies. The impact of roadway construction was addressed in an environmental assessment submitted to the FHWA in October, 1974. The OSHD recommended a Category III designation, as defined in the Oregon Action Plan. The FHWA concurred in December, 1974. Bid letting is scheduled for May, 1977.

Materials Sources

Approximately 35,000 cubic yards of rock material are required for the construction of Unit 1. The Highway Division initially designated a rock source within Unit 2 (M.P. 95.5 - 101.6) to supply material for the construction of Units 1 and 2. The source (M.P. 100.4), a basalt protrusion, was incorporated in a section designated for cut (Triangle 5 on accompanying map). Lack of funds to construct Unit 2 and the Highway Division's condemnation policy have precluded the use of this source. Alternate sources at M.P. 99 (Triangle 1), M.P. 97.8 (Triangle 2), M.P. 93.7 (Triangle 3), and M.P. 83.6 (Triangle 4) have consequently been assessed for usability.

Usability of Alternate Sources

The use of alternate material sources has been assessed in terms of social, economic, and physical environmental costs. Considerations include:

- impact of blasting (mining) and hauling on local communities;

- visual aspects of rock production;
- rock production and hauling costs;
- quality of rock;
- site reclamation costs;
- economics of job delay;
- impact on agricultural or rangeland resources;
- impact on fish and wildlife resources;
- impact on heritage (i.e., paleontological) resources;
- mitigative actions.

LOCATION 1 - BASALT OUTCROP M.P. 99

The basalt outcrop at M.P. 99 was the first alternative materials source considered. The outcrop and contiguous land is within BLM jurisdiction. Tentative plans included presplitting the outcrop to form several benches. This would enable the Highway Division to widen the existing road at the rock point, obtain rock products for the project, and satisfy mined land reclamation requirements. The plan also required stripping and quarrying the backslope of the outcrop (note accompanying photographs). Crushing and asphalt plants would be located in the draw behind the outcrop. At least four important considerations are associated with the use of this source. They are:

1. damage to the existing highway;
2. environmental degradation;
3. production and hauling costs; and
4. project delay.

Highway Damage

The existing highway has an oil mat surface. Rock blasted from the outcrop

would fall on the road and penetrate the surface. The cost of repairing the road must be included in the overall cost of the project.

Environmental Degradation

Although benching the basalt outcrop would not appreciably diminish environmental quality, stripping and quarrying the back slope could be an act of some significance. Removing vegetation cover and topsoil would increase run-off and accelerate erosion. The location of the back slope within a natural draw increases the likelihood that fine-grained material would be washed into the John Day River. The Highway Division and the Bureau of Land Management are reluctant to develop new quarries on public land, especially in view of a major highway.

Production and Hauling Costs

The estimated cost of rock production is $183,000. Average haul distance is 4.5 miles. Costs include:

Quarry Reclamation	$ .12	per cubic yard
Drilling and Shooting	1.25	
Feed Crusher	.90	
Crushing	1.60	
Hauling	.90	
Handling	.48	
	$5.25	x 35,000 = $183,750

LOCATION 2 - GRAVEL BAR M.P. 97.8

This 16-acre site was acquired in 1955 for a Spray-Kimberly rock production project. Approximately 20,000 cubic yards of gravel were extracted from the John Day River and the 8-acre bar. Excavation holes have since been filled and leveled. The area is periodically used as a State stockpile site.

The present site consists of a near-level bench adjacent to the river and a larger, gently sloping hillside between the bench and the highway. Riverine vegetation removed during rock production is reestablished on the bench. Sagebrush and scattered juniper occur on the slope. Although the bar has not been depleted of gravel, its value as a materials source is questionable. A representative of the State Fish and Game Commission recently maintained that further use of the site as a materials source might be detrimental to fish propagation. There were two principal concerns:

1. Pits excavated below high water level could entrap fish as high water recedes.

2. Stockpiled over-burden and rock-production rejects might be washed into the river. Silt and clay sized particles could cover fish spawning areas and smother the eggs.

In addition to these factors, the Highway Division has identified the site as a potential recreation area. The bar is one of the few public access points along the river. It is extensively used by fishermen and hunters. Reopening the site as a materials source might diminish its potential as a rest area or temporary campsite. These options should be maintained. Although flooding conditions have not been assessed, recreation may be the highest and best use of the 16-acre site.

LOCATION 3 - BASALT QUARRY M.P. 83.6

Location 3 is adjacent to the John Day Highway. The 0.2-acre quarry site was acquired from the BLM in 1972 for the Highway Division's Spray Rock Production project. It is still a State-controlled source. The quarry is visible from the highway and is characterized by high, near-vertical walls. Blasting has produced a considerable amount of broken and fractured rock at the top of the quarry. This loose material constitutes a work hazard and would have to be removed before quarry operations can resume. The condition of the quarry is partly attri-

butable to the lack of a rehabilitation plan. Mined land reclamation policy had not been fully implemented at the time of the rock production project. In November, 1974, the State Department of Geology and Mineral Industries exempted the quarry from mandatory rehabilitation (Ident. No. 35-0003).

Highway Division records indicate that the quarry is a less than satisfactory source for the production of crushed rock. When blasted, the unweathered basalt tends to break into large, very hard blocks. The material is considered to be ideal for riprap; crushing, however, is difficult and expensive. A contractor recently rejected the quarry as a materials source because of hazardous working conditions and the cost of mitigation. In addition, there was some concern that rock would be blasted onto the highway and adjacent river.

Economic factors alone preclude the use of the quarry for rock production.

Estimated costs are:

Crushed material (35,000 cubic yards)

Reclaim Quarry	$ .12
Drill and Shoot	1.25
Feed Crusher	.90
Crush	1.60
Haul	1.86
Handling	.57
	$6.30 x 35,000 = $220,500

(From M.P. 83.5 the average haul is 10.8 miles.)

LOCATION 4 - GRAVEL BAR OPPOSITE M.P. 93.7

This 19 (+-)-acre gravel bar was identified as a possible materials source after other alternatives had been assessed. Usability was based on four factors:

1. Quality and quantity of material;
2. Access;
3. Economics of production; and
4. Environmental aspects.

Quality and Quantity of Material

Geologic investigations indicate that the bar consists of unconsolidated cobble to clay size alluvium. The material was derived from the Rattlesnake, Mescall, Columbia River Basalt, and John Day formations. Basalt is the predominant rock type with lesser amounts of hard and durable meta-sediments. Particle shape varies considerably.

The 13 test holes dug into the bar on March 14 reveal an abundance of gravel up to depths exceeding six feet. No water appeared in the test holes. Laboratory reports indicate that the bar materials are sufficient in quantity and quality for highway construction purposes.

Access

Access to the gravel bar requires the construction of a temporary haul road across private property. The 0.8-mile road would traverse a gently sloping hillside and the corner of a cultivated field as specified by the property owner. Much of the proposed alignment conforms to an existing stock trail.

The gravel bar would be reached by fording the John Day River (note map). A representative of the State Game Commission maintained that fording should be con-

fined to a low water period in August. Normal run-off at that time is 160 cfs. Projected run-off for August, 1977 is only 45 cfs. The haul road would reach river level by traversing the 6 (+-)-foot bank on a deagonal (note photo). This would minimize cut in the river bank and/or the construction of a ramp from the top of the bank to the river.

Sand and gravel excavated from the bar would be hauled to the State stockpile site at M.P. 93.7 for processing (note photo). Average haul distance to the project would be 1.6 miles.

Economics of Rock Production

The economics of rock production are decidedly favorable. Approximately 28,000 cubic yards of river bar material can be used as base course with little or no processing. An additional 7,000 cubic yards of gravel would have to be crushed, however, for top course and aggregate for asphalt concrete. Production costs include:

Crushed Material (7,000 C.Y.)

Reclaim Pit	$ .05
Feed Crusher	.90
Scalp	.25
Crush	1.60
Haul	.32
Royalty	.10
Handling	.32
	$3.54 x 7,000 = $24,780

Uncrushed Material (28,000 C.Y.)

Reclaim Pit	$ .05
Excavate and Load	.50
Haul	.32
Unload & Load at Plant	.50
Royalty	.10
Handling	.14
	$1.61 x 28,000 = $45,080

Haul road construction & removal	3,800	
	$73,660	$73,660 ÷ (7,000 + 28,000) = $2.10 per C. Y.

Environmental Aspects

The 19 (+-)-acre gravel bar is located in a tight bend of the John Day River. Aerial photographs (1971) and the USGS map of the Spray quadrangle (1953) to the bar's stability. The vegetation line is well up on the bar. Big leaf sage (Artemisia tridentada) is the predominant shrub. A large juniper tree is growing downstream from the point of the bar. This area is least subject to flooding. On March 14, 1977, the maximum bar elevation above river level was 14 feet.

The actual extent of the bar has not been fully determined. Upland portions are masked by river silt several feet in thickness. There is reason to believe the bar was developed on a rock cut terrace. Depth to bedrock is unknown.

High and low water channels are easily identified. Local residents maintain that the bar was completely submerged in 1964. This is substantiated by hydrographic data. Maximum flooding conditions occurred on December 24, 1964. The river gage at Service Creek measured 17.85 feet above datum (1632.42 feet msl). The record low occurred on August 23, 1973. On that date, the river gage recorded 2.1 feet above datum. Run-off was 6 cfs.

Heritage Resources

The John Day River area was utilized by Sahaptin and Shoshonean speaking Indians. A recent archeological reconnaissance in the project area, however, failed to locate significant remains. It is unlikely that artifacts would be found on a bar of relatively recent origin. A report compiled by the University of Oregon Museum of Natural History states:

> "Of the sites discovered so far in the John Day Valley, most are located on terraces overlooking tributary streams rather than on terraces or banks of the John Day River itself. This could be the result of alluviation and erosion of sites by the river, or of the aboriginal settlement pattern, or a combination of both. It suggests that the places in the project area where sites are likely to be found are those locations where the highway right of way crosses tributary streams."

Fish and Wildlife

The John Day River and tributaries support a variety of fish. Summer steelhead spawn in the tributaries in April and May; Spring chinook in September. Small-mouth bass occur upstream at least as far as Kimberly. This is well within the area of the proposed project. Channel catfish, planted in the early 1970's, also utilize this portion of the river.

Wildlife resources in the project area include deer and upland game birds. Canada geese have been observed on the bar.

Resource Development and Mitigation

Unless properly managed, work on and in the vicinity of the gravel bar could have an adverse impact on fish and wildlife. Holes dug into the bar could entrap fish during periods of highwater; stream siltation could smother fish eggs; fish and wildlife habitat could be destroyed in the course of mining operation. In addition, heavy equipment could cut into the streambank, accelerating erosion. Oil leakage from trucks always remains a possibility. These adverse impacts, however, can be prevented or mitigated.

Gravel removal and site reclamation would conform to guidelines set forth by the State Department of Fish and Wildlife and other pertinent resource agencies. Work in and about the river would only take place during the period specified by the State Department of Fish and Wildlife. Gravel removal would be monitored daily by a Highway Division inspector and periodically by the Highway Division's Regional Environmentalist.

Several alternatives have beer considered that would allow the removal of approximately 36,000 cubic yards of sand and gravel with minimal adverse impacts. The plan depicted on the accompanying aerial photograph and cross section was

developed to leave the gravel bar in as natural state as possible. River hydraulics were an important consideration.

In the proposed plan, the area of gravel acquisition conforms to the general shape of the bar. No holes would be left to entrap fish and very little vegetation would be disturbed. Flow characteristics indicate that the present configuration of the bar would be maintained. The river channel would remain virtually unaltered.

The area of gravel removal is bounded by a point near the river, one foot above low water at the time of excavation, to approximately 160 feet inland. The wedge-shaped area of excavation slopes toward the river (note cross section). Maximum depth of excavation is about ten feet. The terminus of excavation would appear as a gradual 6:1 slope rather than a steep bank.

Gravel removed from the bar would be hauled across the river to the State stockpile site for processing. This would insure that fine-grained products of rock production would not be washed into the stream during times of high water. Water levels during the period of gravel removal will be low. The overflow channel appearing on the aerial photo will probably be dry. Consequently, trucks and other equipment would not have to ford much water.

Most of the proposed haul road would be constructed on unimproved grazing land; however, approximately 300 feet of the road would cross the corner of an irrigated field. This portion of the road would be obliterated after hauling has been completed. The road would not traverse talus slopes. Trucks would ford the river on streambed gravel.

The development of the proposed materials source will include these environmental controls:

1. Excavation and clean-up work within the flood plain to be completed in as short a time as possible between August 1, 1977 and August 31, 1977.

2. Elevation of bottom of excavation shall be one foot above water level at time of excavation.

3. The haul road from the east bank to the gravel bar shall be limited to a minimum width for one way travel (approximately 15 feet) at location staked by the engineer.

4. Fording of moving stream will be allowed only at location shown on plans and staked by engineer.

5. No excavation or excavating equipment will be allowed within moving stream except as allowed in 4. above.

6. The haul road shall be maintained in such a manner that mud and silt from the east bank is not tracked or washed into the stream channel.

7. Equipment used for loading and excavation to be moved to the east bank when refueling, servicing and when not in use overnight or on weekends.

8. No processing of material allowed in area. All material to be stockpiled and processed at State-owned stockpile site located at M.P. 93.8. John Day Highway.

9. Equipment shall not be allowed outside work area on the gravel bar as staked by engineer and no vegetation outside this area shall be disturbed.

10. Excavation and reclamation shall be to the lines, grades and shape shown on these plans and specs.

11. This permit is limited to quantities specified in this contract and does not grant future or perpetual use of this source.

12. Reclamation shall require leveling of excavation area, rounding cuts, obliterating haul road within flood plain and seeding and mulching that portion of riverbank disturbed by haul road.

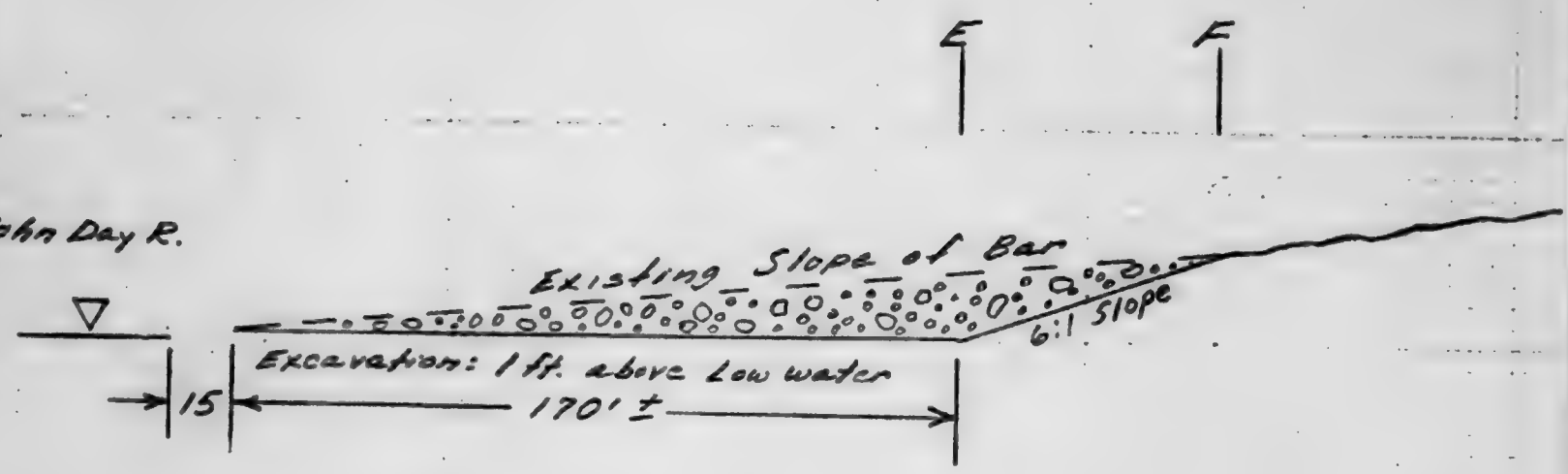
Concluding Remarks

A comparison of rock production costs clearly favors the use of the gravel bar opposite M.P. 93.7. If proposed mitigative actions are carried out, impact on fish and wildlife resources would be minimal. River hydraulic studies indicate that if gravel is removed from the bar according to plan, impacts downstream would

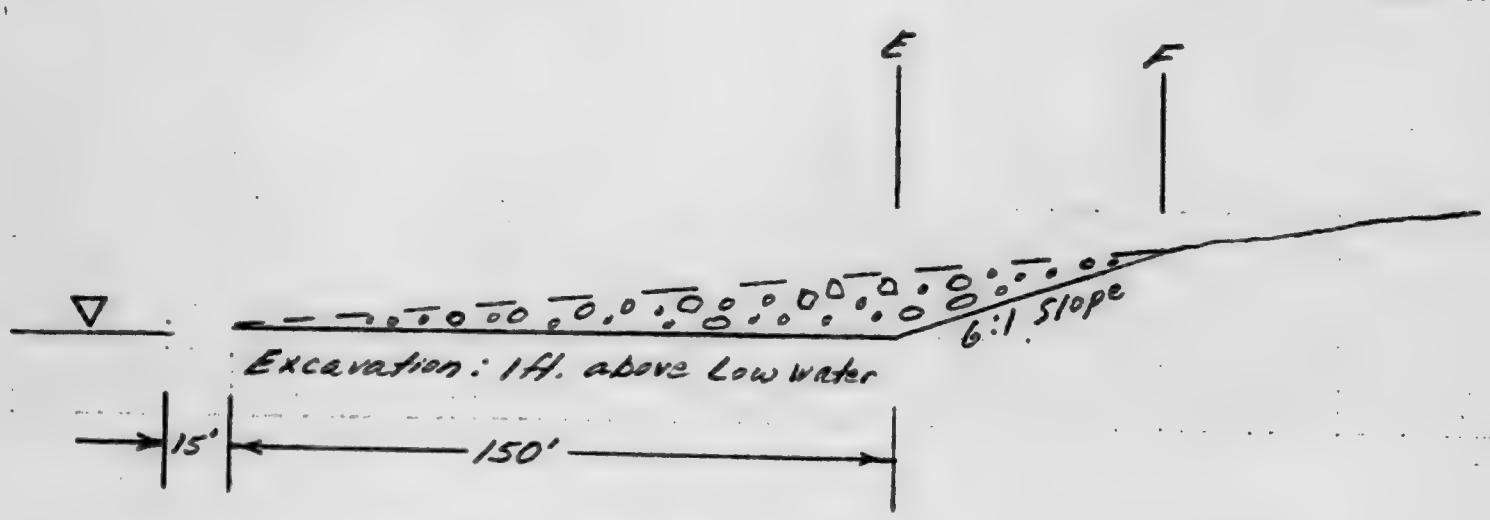
be insignificant. The bar would assume its present configuration in a relatively short period of time.

Sand and gravel rank among Oregon's most valuable resources. The Highway Division and the State Department of Fish and Wildlife are in a position to demonstrate the multiple-use nature of select gravel bars. Tentative plans include pre-construction, during-construction, and post-construction monitoring.

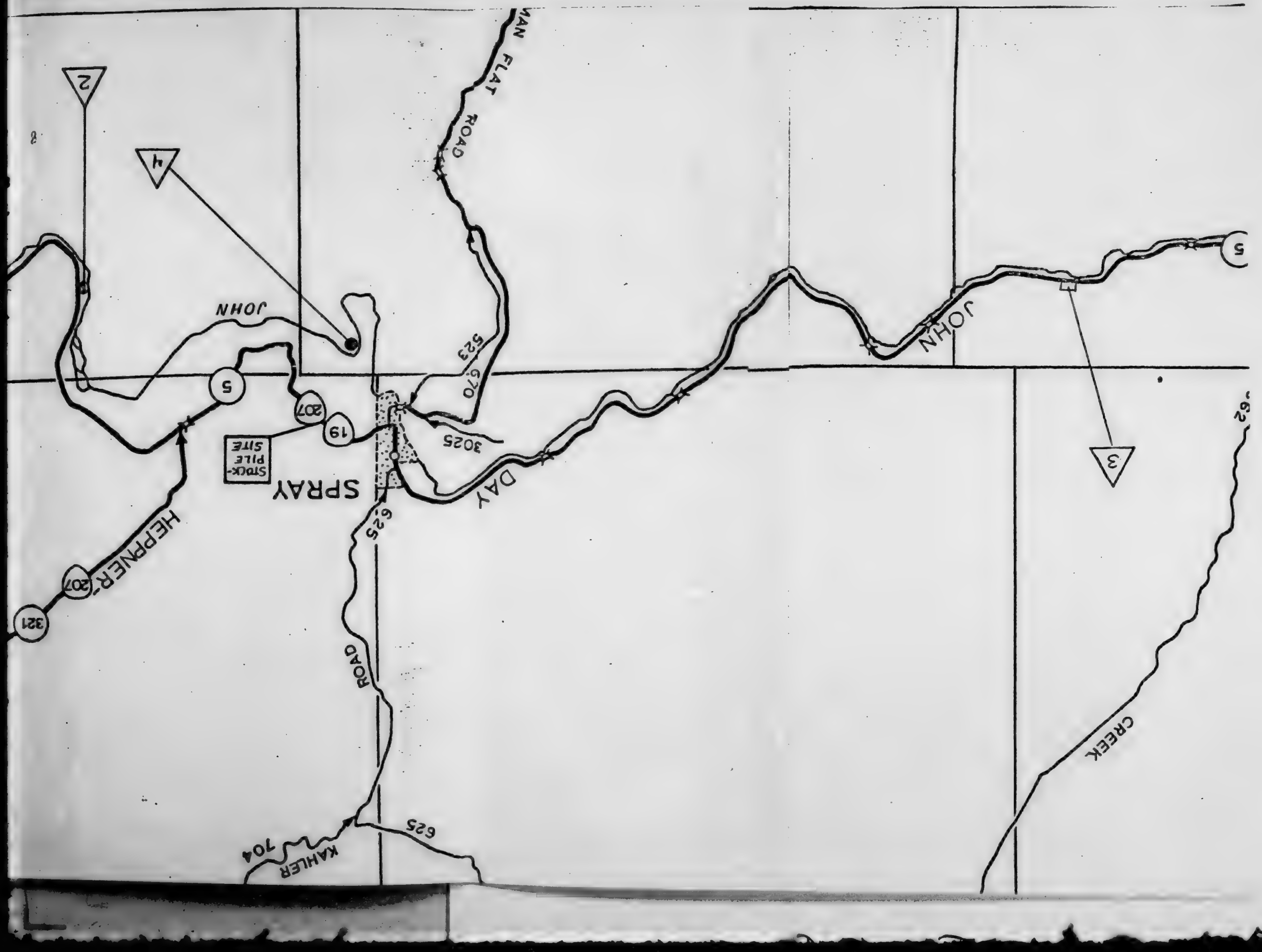
CROSS SECTIONS OF GRAVEL BAR DEVELOPMENT



SECTION A - A'



SECTION B - B'


MAN FLAT ROAD
JOHN
JOHN
523
670
3025
DAY
SPRAY
STOCK-PILE SITE
625
ROAD
625
KAHLER
704
HEPPNER
207
321
207
19
5
5
4
2
3
CREEK

KAHLER
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T8S
M.P. 100
HIGHWAY
DAY
19
MAN FLAT ROAD

Gravel bar opposite M.P. 97.8

Stockpile site in the background. River is between site and butte.

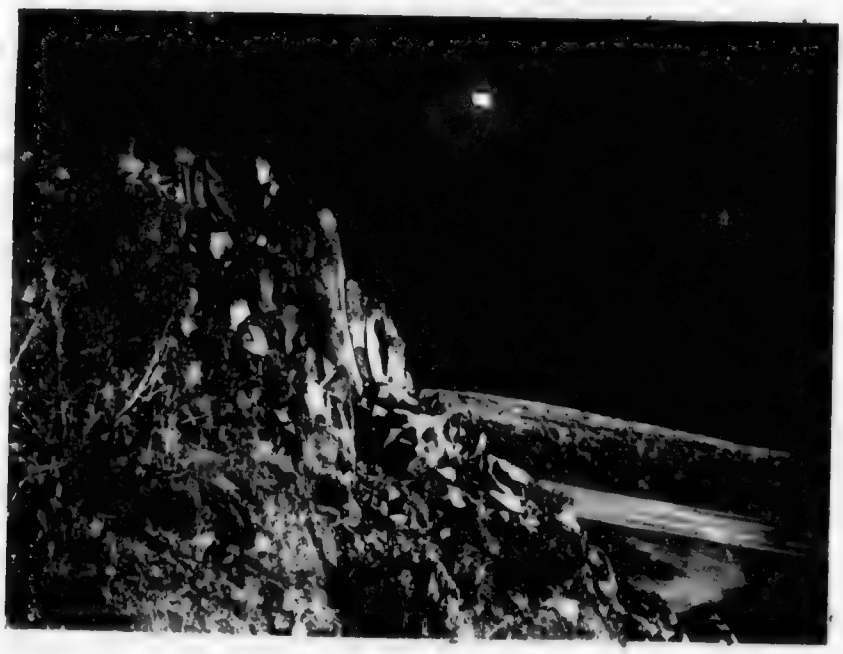
Basalt outcrop opposite M.P. 99

Draw behind outcrop. Slope on right would be stripped of overburden and quarried.

[illegible]

[illegible] dust from working in foreground.

Blasting produces large blocks. The material is well-suited for riprap. Crushing is difficult.



Fractures exist in top of quarry. Working conditions are hazardous.

Gravel bar opposite M.P. 93.7

John Day River, 1700 cf: (April 6, 1977). High water channel in foreground. Main channel and proposed materials source in background. Dashed line -- proposed haul road.

Proposed haul road would transect river bank diagonally -- minimizing cut.

Gravel would be hauled to and processed at the State stockpile site at M.P. 93.7

3559

DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

MINED LAND RECLAMATION OFFICE

3523 S. PACIFIC BLVD., P.O. BOX 1028 • ALBANY, OREGON 97321 • (503) 928-5386

ROBERT W. STRAUB
GOVERNOR

April 12, 1977

Mr. Don Trout
Oregon State Highway
Design Section
State Highway Building
Salem, Oregon 97310

Dear Don:

On March 16, 1977, accompanied by Errol Claire and Mr. Ron Garner of the John Day Fish and Wildlife Department office, I visited the proposed rock removal site on the main stem of the John Day River near Spray. Accompanying this letter is a sketch of the area with some notes attached.

The purpose of my visit was to make a tentative determination as to the jurisdiction of the Department of Geology and Mineral Industries, should mining activity be conducted at this site.

According to my observations, the area involved consists of an old stranded gravel bar through which an overflow channel was cut, probably by the 1964 flood. Considerable brush covers the gravel bar in much of the area and at least one mature juniper tree is growing in the middle. The overflow channel appears to be about 6 feet below the bench marked "A" on the attached sketch.

At the downstream end of the present overflow channel, the gravel bar is approximately 8 to 10 feet above the existing water level. The high ground between the overflow channel and the main river is approximately 10 feet higher than the overflow channel.

If mining activity is initiated at the downstream end of the overflow channel and limited to that channel, and further, if the downstream end of the excavated area is ultimately opened to the free flowing river, then all excavations within the overflow channel would likely be considered within the jurisdiction of the Division of State Lands. If, on the other hand, the excavation were conducted upstream from the lower end of the overflow channel, and conducted in such a way as to leave a permanent leave strip between the free flowing river channel and the excavation, and if the gravel

removal operation involved the high ground on either side of the existing overflow channel, the operation would probably be under the jurisdiction of the Department of Geology and Mineral Industries. Without an operating plan to evaluate, a more definitive statement cannot be made at this time.

I would like to submit the following observations with regard to gravel removal at this site.

1. It appears that a haul road would have to be constructed from the north end of the existing bar. This would entail a river crossing and the construction of perhaps a mile or more of road. As I understand at this time, the road would proceed along the west side of the agricultural field after crossing the river and would more than likely be perched on or against a talus slope standing at the present time at about a 1:1. The results of constructing a haul road through that talus slope, of course, would be to create a talus ravel, ultimately to the top of the rim.

2. If this material site is to be utilized, it is strongly recommended that no processing or cleaning of the material be conducted on this site. This would eliminate the deposition of fines and rejects on this rather sensitive area.

3. In order to obtain 35,000 yards, which I understand is the goal for this operation, somewhere between 5 to 7 acres of land will need to be mined to a depth of 9 to 12 feet. This assumption, of course, is based upon the premise that the 35,000 yards represents finished crushed aggregate and since this material contains a significant sand fraction, it is assumed that considerable waste material would be generated.

4. This area is obviously utilized by resident Canadian geese populations.

5. Along the west side of the site, the river flows through a rather extensive stretch of deep, quiet water which, I am told, represents excellent small-mouthed bass habitat which would be damaged or destroyed should the dynamics of the river be altered in this area.

Considering the probability for environmental damage at this site, it would seem that an alternate source might well be considered. The Oregon State Highway Division owned pit, six miles west of Spray, is a quarry which needs extensive rock removal to shape up into any kind of reasonable mining operation. Although there would certainly be some trade-off in production costs out of a hard rock quarry, considering the potential and environmental damage and objections to the river gravel source, the short additional haul might be considered as acceptable. In addition, no new haul road would have to be constructed and the disposition of crusher rejects would not be a problem.

If the river bar site is selected and the mining plan is developed so as to place this operation within the jurisdiction of the Department of Geology and Mineral Industries, the reclamation plan should be such as to speak to the environmental concerns listed above and demonstrate how the site would be restored.

Sincerely,

Standley L. Ausmus
Administrator

Thomas E Ehmett

By: Thomas E. Ehmett
Acting Administrator
Mined Land Reclamation

SLA/lb

high bank
- tree & brush covered

anticipated

River flow

N

ing

bare gravels

WATER]

DEEP

John Day River

brush covered

high bank

Tree

+20'

200'
MAX-
+16

+10

+20-30'

overflow
channel
Bench-A

6' below

Bench A

(high bank - heavy
brush Cover)

cut bank

+10'

+10'

Tree

8559

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 11, 1977

FROM: Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Spray-Kimberly
John Day Highway
Wheeler County

TO: MEMO TO THE FILES

Dale Allen and I have reviewed a gravel bar in the John Day River as a prospective material source for the subject project. The following conditions are to be set up for its use.

1. Excavation work to begin at the downstream end.

2. Existing ridge of material on the upstream end, not to be disturbed.

3. No excavation of river bank where gravels and bank meet.

4. Existing Juniper tree and vegetation not to be disturbed outside of work area.

5. Equipment to be minimal in bar, limited to dozer, loader, etc., as required for excavating and loading.

6. Equipment used for loading and excavation be removed and parked on river bank when not in use, overnight or weekends.

7. No servicing of equipment in the gravel bar area.

8. No processing of material allowed in the area. All materials to be stockpiled and processed at state owned stockpile site located at MP 93.8.

9. Contractors equipment to not track mud into bar area or on access road across the river.

10. Class 100 riprap to be used for constructing haul road across river.

11. Existing river bank not to be excavated at haul road location. Clean gravels to be used for ramping up the bank.

LKW:az
cc: F. E. Terpin
W. E. Schwartz
A. Brummitt
D. Trout

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 11 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return
Bring Up.
Other

8557 5

Form 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

March 29, 1977

FILE:

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Spray-Kimberly Project
Unit 1

TO: Jim Kennedy
Verne Moore
Bill Barnett
John Hagedorn

Salem advised that to make the May letting on this project we need to have all the data on the material source in Salem by Tuesday, April 20.

This would include the development plan, any special provisions, copy of agreement with the property owner and detail map of the haul road and material source.

Give this project highest priority in your work to meet this deadline.

DDA/dlm

cc: J. H. Versteeg
D. L. Trout

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — Watson
Heger — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olsen
2 Christensen Do
Scott
3 Swenson
Copy

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MAR 31 1977
ROAD DESIGN SECTION

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8559 3-1-77

Don Trout;

Attached is State Land Material Removal Application, aerial photo and sketch map of the gravel bar near Spray. This source ~~may~~ will be used on Unit #1, Spray - John Day River section if the following provisions are met.

1. Oregon Wildlife Commission gives approval.
2. State Land Board gives approval
3. Material is suitable.
4. Owner will ~~sell~~ provide haul road easement.

The crusher will probably be located at a state owned stockpile site within the limits of the project. (See Aerial Photo) If we can't bridge the river, a conveyor belt crossing can be used.

I will let you know Mar. 14 or 15 if the Wildlife Comm. gives us the ok.

Versteeg
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Swenson
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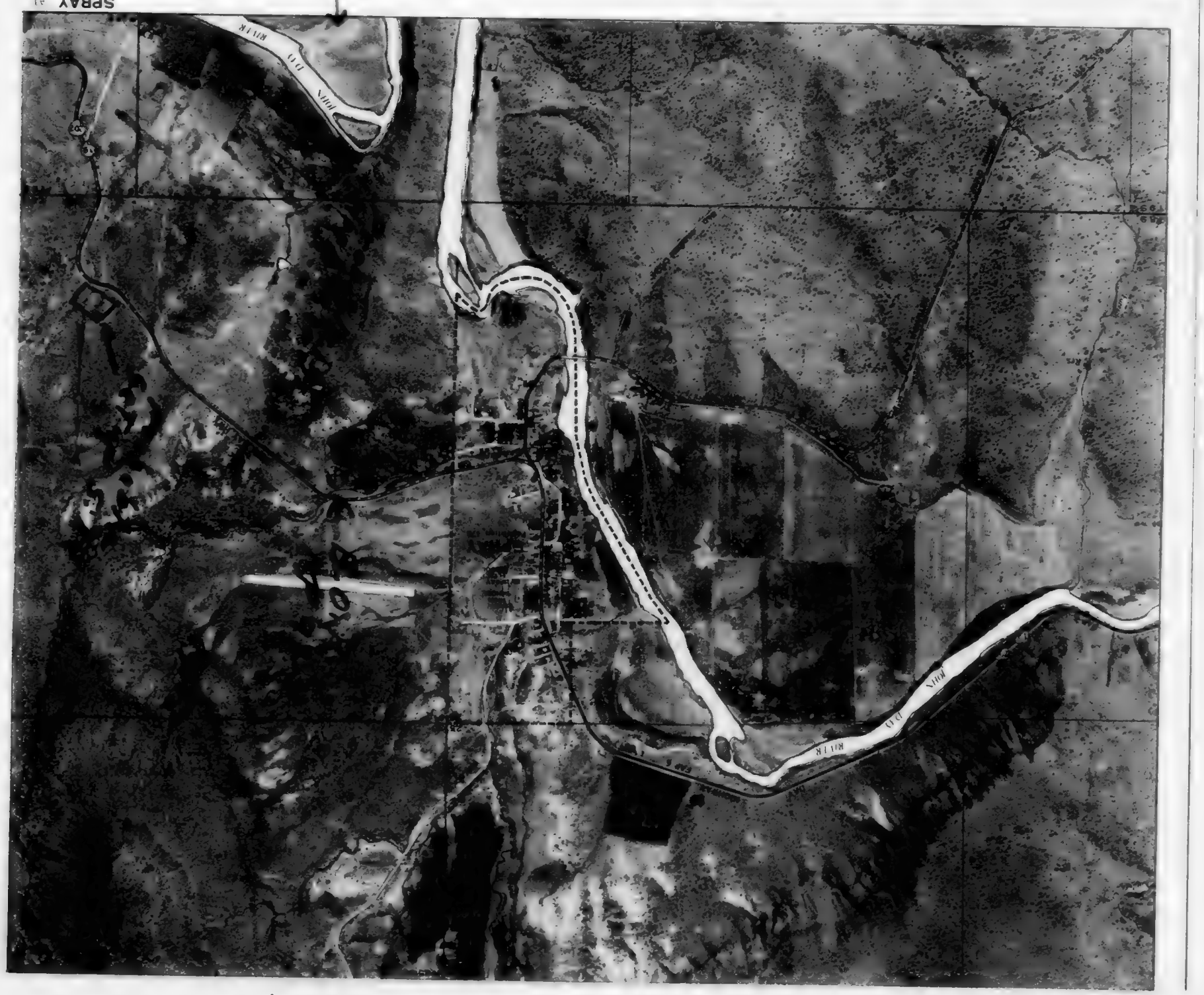
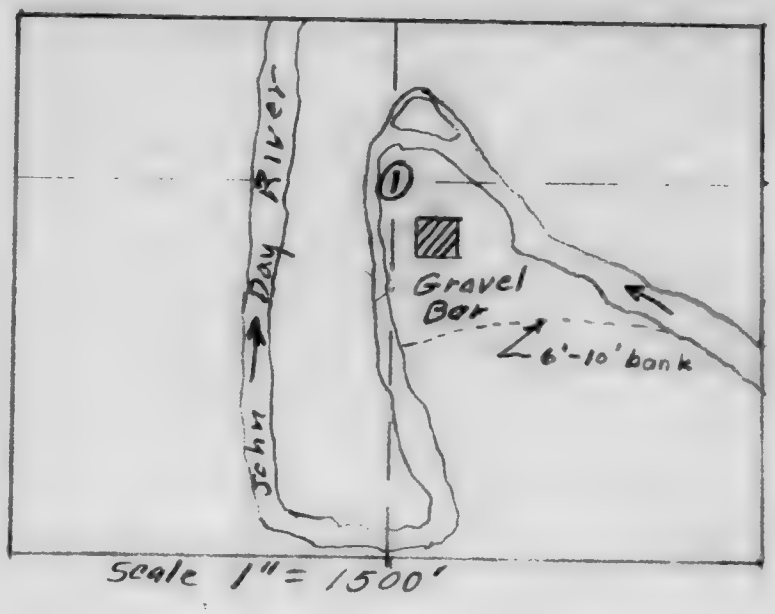
MAR 9 - 1977
BRIDGE SECTION

Gravel Bar

EOP
MP 95.5

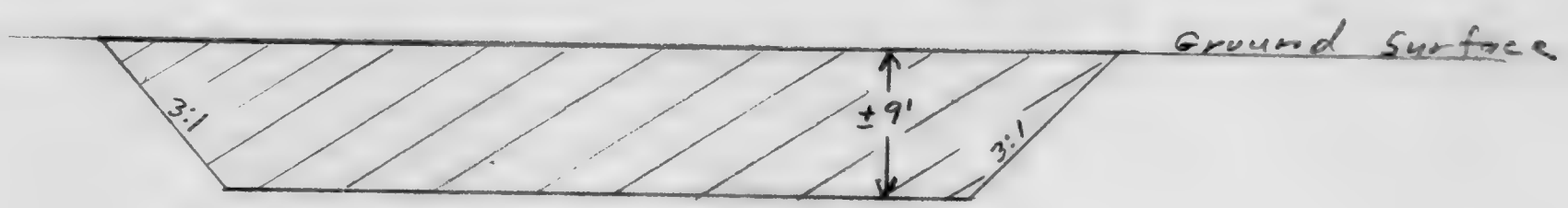


Sec. 1 T. 9S.; R. 24E.



N

1. Hashed square is proposed excavation.
2. Excavation will be approx. 350' x 350'. Depending on depth of gravel.
3. No scale on X' section below. N-S. & E-W will be the same.



MATERIAL REMOVAL/FILL PERMIT APPLICATION

FOR OFFICE USE ONLY

Permit No.: _____

Please return comments by: _____

Name of Applicant _____

(Corporation name or Individual) (Please print)

_____

(Address) (Zip) (Telephone No.)

_____

(Signature of applicant) (Title)

Name of Contractor _____

_____

(Address) (Zip) (Telephone No.)

Description of Operation. Strike inappropriate words, phrases, etc.

a) Materials to be Removed ~~and/or Placed IN Fill~~ _____

b) Estimated Quantity (Removal) 35,000 cy (Fill) _____

c) Method of Removal and/or Fill Loader & dozer

d) Placement of Material after Removal _____

e) Purpose and Proposed Use of Removal and/or Fill _____

f) Source of Fill Material (if applicable) _____

g) Proposed Period of Activity. Removal June - Oct.

Fill _____

h) Precautions to Prevent Damage to Waterway _____

Location.

a) Name of Stream as Listed on Map John Day River

b) Tributary of Columbia River

c) Located in County of Wheeler Section 1 Twp. 9S R. 24E. WM

d) Map (Attach County Assessor's Plat or Equivalent Showing Location of Proposed Removal and/or Fill Operation)

INSTRUCTIONS: Please submit in duplicate, and attach the fee with your application. This is an application fee required by law [ORS 541.620(3)] and is not refundable. For additional information, phone 378-3805.

Mail To: DIVISION OF STATE LANDS
502 Winter Street NE.
Salem, Oregon 97310

(SW 1/4 NE 1/4 Sec 1, T9S R24E)
& NW SE 1/4 " " "

8559

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 8, 1977

FROM: Donald L. Trout
Design Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Material Source
Spray-Kimberly (M.P. 93.3-M.P. 95.5) Unit 1
John Day Highway
Wheeler County

Mr. Dale Allen, Regional Construction Engineer, informs me they will be unable to obtain the previously anticipated material source for this project. It was to be a rock cut in the future highway alignment at M.P. 100.4 but the property apparently has to be condemned.

Region personnel have two other sources in mind - one is a rock quarry on B.L.M. property that could take some three months for negotiations - the other is a gravel bar along the John Day River on private property. The latter appears to be the most promising. Regional personnel, the property owner and local Dept. of Fish and Wildlife representatives plan to meet at the site on Friday, March 11, 1977, to discuss the proposal. Mr. Allen was requested to furnish information on this site as soon as possible if it was to be their recommended source.

DLT:jh
cc: W. E. Schwartz
Duane Christensen
Art Brummitt
Gary Potter

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
2

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FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

March 7, 1977

FILE:

FROM: Dale Allen
Regional Construction Engineer

TO: Bruce Boyd
Right of Way Engineer

S A L E M

SUBJECT: Material Source (M.P. 99)
Spray-Kimberly
Unit 1, M.P. 93.3-95.5
John Day Highway

As you are aware, we have dropped negotiations to acquire right of way for Unit 2 on the above project. Since Unit 2 provided the material source for Unit 1, we have spent the last two weeks looking for an alternate material source. This project (Unit 1) is now scheduled for May 26, 1977 letting.

Attached is a right of way description for a 270-foot strip of B.L.M. land adjacent to the existing highway approximately 3.5 miles south of the project. At this location, M.P. 99.0, we could obtain the necessary material by widening the highway cut for a distance of approximately 700 feet. Photos and proposed cross sections are enclosed.

This office has contacted the right of way man for the district B.L.M. office in Bend, Mr. Bill Anderson, and obtained his cooperation to expedite processing of this application. Would you explain the situation to Minor Martin in their Portland land office and request early approval.

In the event that this application may delay the project, we are proceeding to look for an alternate material source.

Environmental Assessments are in your files for Unit 1, Unit 2 and the Fossil Creek-Bone Creek Section (M.P. 109.4-110.2). You may want to furnish copies of these to the B.L.M. to aid in their review.

DDA/dlm
Attachments

cc: J. H. Versteeg
Gary Potter
Verne Allen

REFERRED TO

Beard ____ Reed ____
Cole ____ Sample ____
Eriksen ✓ Watson ____
Heger ____ Wolfe ____
Return ____ Discuss ____ Do ____ File Copy ____ Due ____

FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson ____
2 Christensen DDC
3 Scott ____
5 Swenson ____
4 ____

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Filing Map IR-4-638
to P/W 4-12-77

PROJECTED MAT. SOURCE
SORAN - KIMBERLY
PHOTO @ 1P49 3/1/77

1-x 99

U. S. A. - B. L. M.

A parcel of land 300 feet in width on the Northwesteetly side of and adjacent to the highway lying in the North Half of the Northeast Quarter (N½ NE¼) Section 9, Township 9 South, Range 25 East, W.M. and the Southeast Quarter of the Southeast Quarter (SE¼ SE¼) of Section 4, Township 9 South, Range 25 East, W.M. in Wheeler County, Oregon, the said parcel being described as follows:

Beginning at a point 952 feet South and 208 feet West of the Northwest Corner of Section 1, said point also being on the center line of the existing John Day Highway at Engineer's Station 971+00; thence South 2°54' East, 511.1 feet; thence on a 954.93 foot radius curve left(the long chord of which bears South 17°23'30" East) 483.1 feet; thence South 31°53' East, 369.3 feet;thence on a 954.93 foot radius curve left (the long chord of which bears South 39°56' East) 268.3feet; thence South 47°59' East, 416.4 feet; thenceon a 381.97 foot radius curveleft (the long chord of which bears South 89°31'30" East), 553.9 feet; thence North 48°56' East (back) equals North 48°53' East (ahead), 2235.9 feet; thence on a 5729.58 foot radius curve right(the long chord of which bears North 49°35'30" East), 141.7 feet; thence North 50°18' East, 561.5 feet; thence North 49°55' East, 497.8 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears North 53°56'30" East), 161.0 feet; thence North 57°58' East, 494.7 feet; thence on 572.96 foot radius curve right (the long chord of which bears North 81°45' East), 596.5 feet to Engineer's Station 1044+00.0.(The center line of this highway traverses through an equation 997+02.1 P.T. back equals 997+10.9 P.O.T. ahead).

The center line intersects the West line of the Northeast Quarter (NE¼) of Section 9 at approximate Station 1017+80 and being at right angles to Station 1040+00.

The parcel of land to which this description applies contains 15,29 acres, of which 1.52 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public,and 13.77 acres lie outside of the existing right of way.

MATERIAL SOURCE - BLM - R/W
FROM - KIMBERLY LIMIT 1
JOHN DAY HWY - Wheeler Co.
3-1-77

N

T. 9 S. R. 25 E. W. M.

Excess of take under.

Common Point

1050

S. 72° 10' E.

N 74° 28' E

1040

1042 + 791 PT.

10° C.R.
Δ 47° 30'
T. 2525

1044 + 000.0

1044 + 085 P.T.

1046 + 135 P.T.

2° C.R.
Δ 2° 18'
T. 57.7

1038 + 035 P.C.

EQUATION

N. 57° 58' E.

CULVERT

1033 + 088 P.T.

5° C.R.
Δ 8° 03'
T. 836

1031 + 478 P.C.

1030

1026 + 50
Δ 0° 23' L.

1020

1020 + 885 P.T.

1019 + 488 P.C.

1° C.R.
Δ 1° 25'
T. 700

NEW R/W

99

A — A
Sta 1031
45° ±

20' bench
1½:1 Sl.
20'

Typical Cut Slope Sect.
Scale 1" = 50'

MATERIAL SOURCE

T. 9 S. R. 25 E. W. M.

Excess of take under by maint.

Common Point

1050

1040

1030

1020

1010

1044+385 P.T.

1042+791 P.T.

1038+035 P.C.

1033+088 P.T.

1031+478 P.C.

1026+50
40°23' L.

1020+885 P.T.

1019+468 P.C.

10°C.R.
Δ 47°34'
T. 2525

2°C.R.
Δ 2°18'
T. 57.7

1°C.R.
Δ 1°25'
T. 70.0

EQUATION

NEW R/W

CUT LINE N. 57°58' E.

S. 72°10' E.

N. 74°28' E.

270

99

Typical Cut Slope Sect.
Scale 1=50'

MATERIAL SOURCE

Top of Proposed Cut.

MAP SCALE 1" = 400'

8559

GENERAL FILES

~~PRO-6-2~~

January 12, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

857-14

SUBJECT Project Data Submission
Item No. 70115
Project No. F-6(1)
Spray-Kimberly (MP 93.3-MP 95.5) Sec.
Wheeler County

Attached is data for the subject project.

It is the Oregon State Highway Division's intention to receive bids for this project on January 27, 1977.

One copy each of the state clearinghouse and District 12 Clearinghouse A-95 review letters of approval were previously forwarded.

JLG:ljt

Attachments

cc: W. E. Schwartz, Reg. 5
D. E. Swan

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

January 12, 1977

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	(19) (20)	SR 19, 0.5 mi E of Spray ECL, E 2.2 mi 21 68	ADT	220	400 (66) (70)	97 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. ADC	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
CARD 3	Gr, Dr, H.T. Pave, One Str. 28 62	(63) (66)	(68) (69)	(70)	(72)	(71)	(72) (73)	(74) (75)	F- 14 23	6 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD 4	Consolidated Primary	Wheeler	
	NAME OF URBAN AREA --- 17-31	ROUTE NO. p	FEDERAL-AID 6 (22) STATE 5 (36) (37) U.S. ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (59)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6201 X080		"Spray-Kimberly Sec." (MP 93.3-MP 95.5 Unit)	2.20	1,143,000	980,600	162,400	
							PROJECT TOTALS	2.20	1,143,000	980,600	162,400	

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	JLG

(118) (23) (24) (25) REMARKS

NOTE: Old Project No. 6.

FORM PR-1 (REV. 4-81)

January 12, 1977

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
R 19, 0.5 mi E of Spray ECL, E 2.2 mi	ADT	220	400	97	10	Oregon	41	010	70115

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Pave, One Str.								F-	6	(1)		

DS	COUNTY NAME	CODE	PROGRAM STAGE
Consolidated Primary	Wheeler	069	1 OR 2
---	ROUTE NO. p	FEDERAL-AID 6	STATE 5	U.S. ---

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								(Utility adjustment as required)
OW								
ONST (CODE) 6201 X080		"Spray-Kimberly Sec." (MP 93.3-MP 95.5 Unit)	2.20	1,143,000	980,600	162,400		ROW-70' min.; Access Control-part.; Parking Restrictions-None.
JLG	PROJECT TOTALS		2.20	1,143,000	980,600	162,400		

PROVAL DATES

REMARKS

NOTE: Old Project No. 6.

-over-

SPRAY-KIMBERLY SEC. (MP 93.3-MP 95.5 UNIT)

PROJECT NO. F-6(1)

Existing Facility:
Roadway---19' bituminous surface with 1' shoulders.
Structure-Haystack Cr.; Br. No. 0290; hwy. over waterway; treated timber span; H.C. 25'-10", L 29'; H-19 loading.

Adjacent Sections:
West End---21' bituminous surface with 2' shoulders.
East End---19' bituminous surface with 1' shoulders.

Project Data: The work consists of (1) grade, drain and high-type pave two 12' travel lanes with 4' paved shoulders, (2) construct one prestressed concrete slab span bridge (Br. No. 0290A) approximately 27' in length having horizontal clearance of 34', (3) incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 12 Clearinghouse A-95 review letters of approval dated January 16, 1975 and December 19, 1974 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 31, 1974.

FHPM 7-7-5 Requirements:
(a) Public Hearings--None required under Oregon Action Plan (Category 3)
(b) Location/Design--Not a factor in the development of this project.

Unusual Circumstances: It is possible that the speci
this project will require the contractor to utilize a
material source for the aggregate. If a mandatory ma
is specified, justification for mandatory use of the
submitted as a separate action.

NOTE: (1) Spray airstrip lies within two miles of th
the project. The runway is oriented such
posed work will not cause any conflict.

(2) On-the-job trainees, as set forth in FHWA
7-2(2), on this project will be determined
and the number stipulated in the PS&E docu

(3) The project is in Congressional District N

Data for PR-37:

Type Code 6201 (Roadway)	$1,103,000
Type Code X080 (Bridge)	$ 40,000

SEC. (MP 93.3-MP 95.5 UNIT)

(1)

ty:
19' bituminous surface with 1' shoulders.
Haystack Cr.; Br. No. 0290; hwy. over waterway;
treated timber span; H.C. 25'-10", L 29'; H-19
loading.

ns:
-21' bituminous surface with 2' shoulders.
-19' bituminous surface with 1' shoulders.

The work consists of (1) grade, drain and high-type
avel lanes with 4' paved shoulders, (2) construct
concrete slab span bridge (Br. No. 0290A) approxi-
ength having horizontal clearance of 34', (3) incidental
this type of project.

Airports, Railroads, Water Developments, Historical and
eas: None involved.

irements: State Clearinghouse and District 12 Clearing-
w letters of approval dated January 16, 1975 and
74 respectively.

irements: Nonmajor action project concurred in by FHWA
1974.

irements:
Hearings--None required under Oregon Action Plan
(Category 3)
on/Design--Not a factor in the development of this
project.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize a mandatory material source for the aggregate. If a mandatory material source is specified, justification for mandatory use of the site will be submitted as a separate action.

NOTE: (1) Spray airstrip lies within two miles of the west end of the project. The runway is oriented such that the proposed work will not cause any conflict.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage, and the number stipulated in the PS&E documents.

(3) The project is in Congressional District No. 2.

Data for PR-37:

Type Code 6201 (Roadway)	$1,103,000
Type Code X080 (Bridge)	$ 40,000

8559

PRO 6-2

January 12, 1977

TO Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Pullen
Program Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal aid funding of the following Consolidated Primary project.

Item No.	Project No.	Section Name & PNRS No.
70115	F-6(1)	Spray-Kimberly (MP 93.3-MP 95.5 Unit) #7411-2-130

JLG:ljt
Encl.

cc: G. L. Green, FHWA
D. E. Swan

8559

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 5, 1977

In reply refer to: 1041A.5

SUBJECT: Mandatory Aggregate Material Source
Spray-Kimberly (MP 93.3-MP 95.5)
John Day Highway
Wheeler County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Administrator

We concur that making the subject aggregate source mandatory is in the public interest.

for G. L. Green

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STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: January 4, 1977

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Location/Design Approval
Item No. 70115
Project No. F-6(1)
Spray-Kimberly (Unit 1) Sec.
John Day Hwy. (ORE 19)
Wheeler County

It is our contention that location/design is not a factor in the development of the subject project on FAP Route No. 6 based on the following facts:

1. The improvement is solely modernization of an existing rural two-lane highway and does not provide new access to the area.

2. The improvement will not have an adverse effect upon abutting real property.

3. The improvement will not change the layout or function of connecting roads.

Since this is classified as a nonmajor Category 3 project public hearings are not required under the Oregon Action Plan as non-significant amounts of additional right-of-way are required.

JLG:ljt

cc: G. L. Green, FHWA
E. S. Hunter
F. E. Terpin
J. H. Versteeg
W. E. Schwartz, Reg. 5
D. E. Swan
W. Wakerlig

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STATE HWY ENGR
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REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

8559

December 27, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout
copy

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DEC 28 1976
ROAD DESIGN SECTION

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Re: Mandatory Aggregate Material Source
Spray-Kimberly (MP 93.3-MP 95.5)
John Day Highway
Wheeler County

The subject project will require approximately 30,000 cubic yards of material for the production of aggregate base and asphalt concrete surfacing.

The source of this material is located at milepoint 100.4 on the John Day Highway. The state is purchasing this source from the property owners.

We consider it to be in the public interest to use this source for the following reasons:

1. The source is located approximately 4.9 miles easterly of the project.

2. The source will be a part of the future roadway construction including surfacing material.

3. If this material is not used for surfacing materials, it would become excess on future projects.

4. There are no other known sources in the immediate area.

We seek your approval of our proposal to make use of the source mandatory.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Bridge Design Engineer

DOC:az
cc: L. W. Rullen
C. G. Swenson
L. K. Watson

8559 5

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 13, 1976

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Spray-Kimberly, Unit 2
John Day Highway
Wheeler County

TO: J. H. Versteeg
Road Design Engineer

I have received from W. E. Schwartz, Region 5 Engineer, a recommendation that the existing line and grade on the subject project not be changed except possibly steepening the right fill slope in order to reduce the taking of alfalfa land. A corresponding flattening of the left fill slope was suggested as a means to retain a material balance.

I concur with his recommendations, including the revisions of the slopes.

FET:mc

cc W. E. Schwartz

REFERRED TO

Board — Reed
Cole — Semple
Eriksen — ✓ Wetsel
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

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Doc 1-10-77

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8559

November 24, 1976

Dept. of Geology and Mineral Industries
P. O. Box 1028
Albany, Oregon 97321

Attention: Stan Ausmus

Dear Stan:

Re: MP 93.3-MP 95.5 Unit
Spray-Kimberly Section
John Day Highway
Wheeler County

For your information here is a copy of the development plan for the mandatory material source on the above project.

The site is in a future roadbed cut within the highway right-of-way. It is also within the limits of the next unit proposed for improvement on this highway. This unit is not on the immediate contracting schedule but the plans are nearly complete and scheduling of construction now depends on the availability of funds.

If you have any further questions, please call.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
ORIGINAL SIGNED BY

Donald L. Trout
Design Office Engineer

INDEX OF SHEETS		
Sheet No.	DESCRIPTION	
1	Title Sheet	
2	Typical Sections & Details	
2A, 2B, 2C, 2D, 2E, 2F, 2G, 2H, 2J, 2K	Stage Construction	
2L, 2L-2, 2L-3, 2L-4, 2L-5, 2L-6, 2L-7	Temp. Pro. & Dir. of Traffic	
2M	Pipe Data	
2N	Material Source & Prospective Setup & Stockpile Site	- Not Included
2P	Summary	
3-7 Incl.	Plan & Profile	
7A	Profile	

STATE OF OR

STATE HIGHWAY

PLANS FOR PROPOSE

M.P. 93.3 ~ M.P. 95.

SPRAY ~ KIMBERL

JOHN DAY HI

WHEELER COU

BEGINNING OF PROJECT
Sta. 52+00 (M.P. 93.3)

END OF PROJECT
Sta. 165+50 (M.P. 95.5)

Sketch Ma

Scale

OF OREGON

HWAY DIVISION

PROPOSED PROJECT

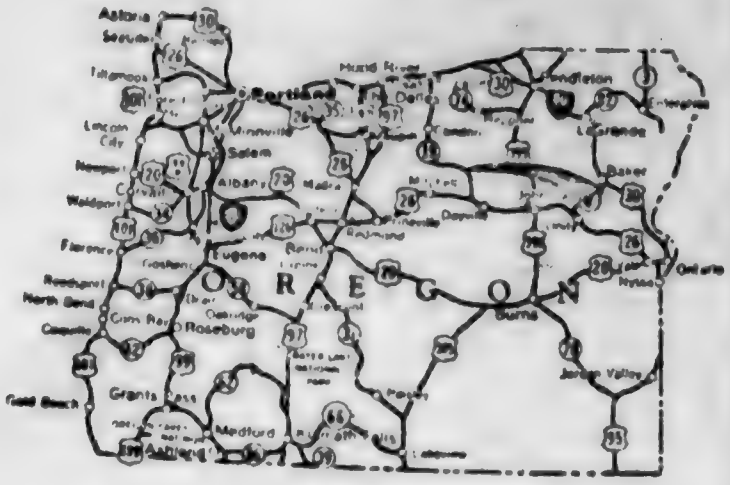
~ M.P. 95.5 UNIT

BERLY SECTION AS REVISED

DAY HIGHWAY

EELER COUNTY

M.P. 93 ~ M.P. 95.5 UNIT SPRAY-KIMBERLY SECTION JOHN DAY HIGHWAY WHEELER COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



INFORMATIONAL ONLY

PRELIMINARY COPY
OCT 20 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

REGISTERED PROFESSIONAL ENGINEER — OREGON — OCT. 20, 1909 — H. S. COULTER

REGISTERED P. E. — OREGON — MAY 19, 1960 — E. S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

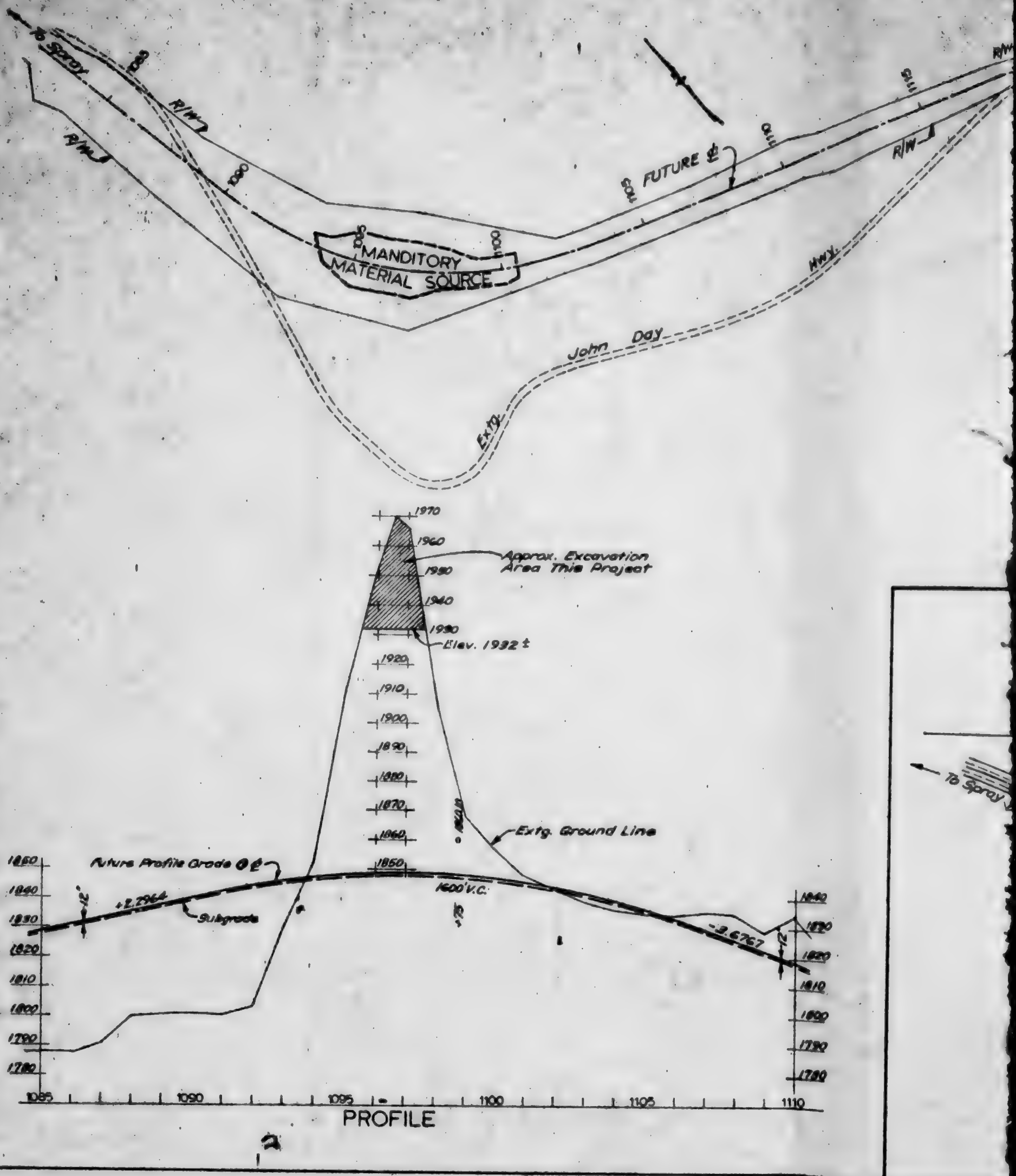
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

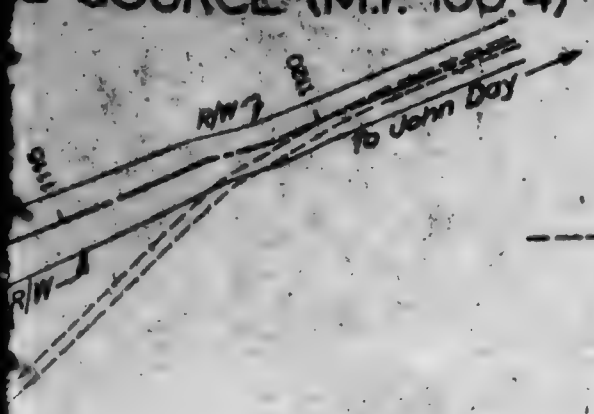
DISTRICT ENGINEER — DATE

A

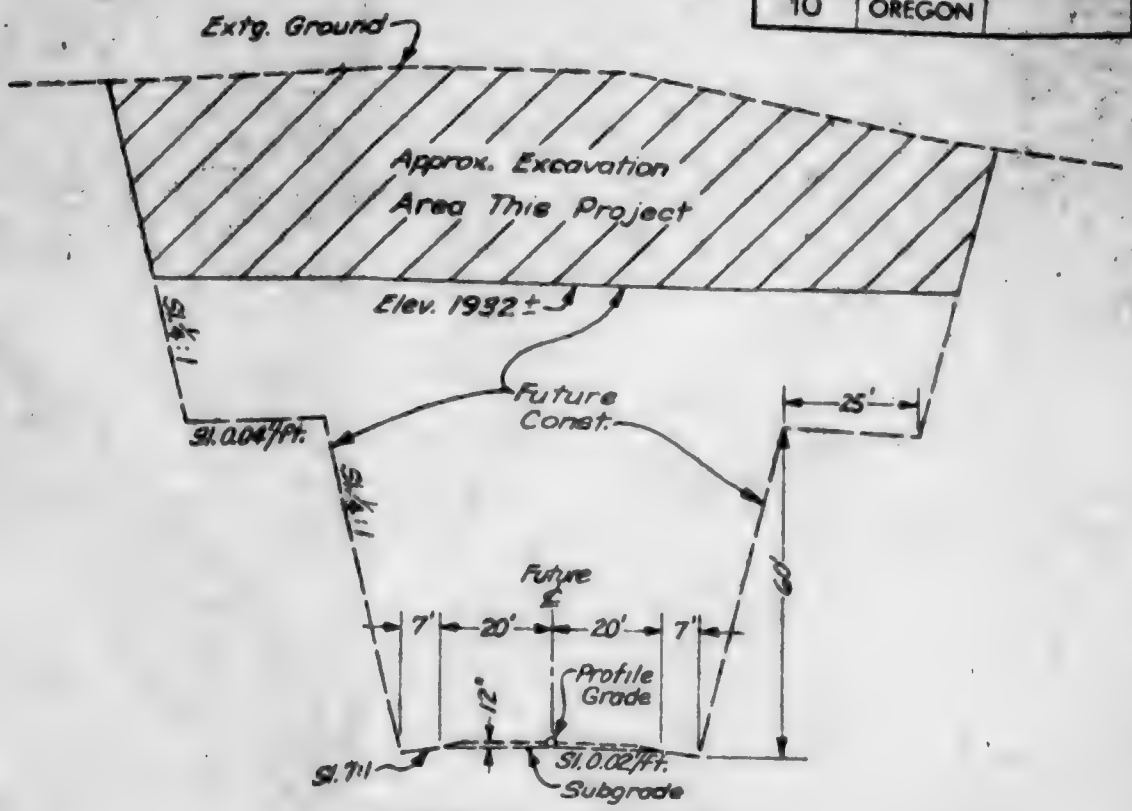
MANDITORY MATERIAL SOURC



L SOURCE (M.P. 100.4)

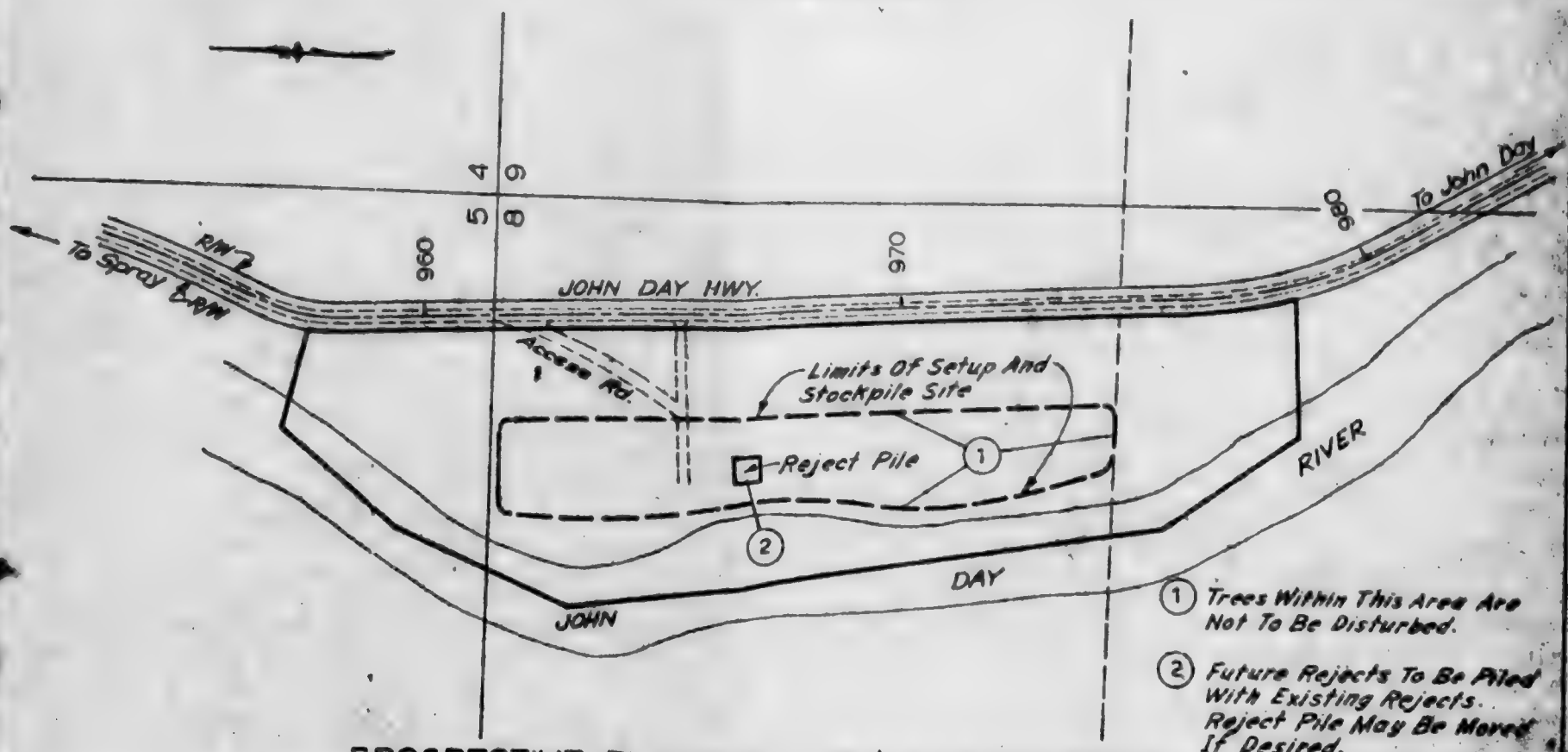


M.P. 93.3-M.P. 95.5 UNIT SPRAY-KIMBERLY SECTION JOHN DAY HIGHWAY WHEELER COUNTY				SHEET No. 2N
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			



TYPICAL SECTION

T. 9 S., R. 25 E., W.M.



PROSPECTIVE PLANT SET-UP & STOCKPILE SITE
M.P. 97.8

SCALE 0 200 400 FEET

8559

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
November 18, 1976

FROM: W. E. Schwartz
Regional Engineer

TO: Frank Terpin
Location Engineer

SALEM

SUBJECT: Unit 2, M.P. 99.7-M.P. 101.3
Spray-Kimberly Section
John Day Highway
Wheeler County

1 Versteeg
Olson
2 Civil engr
Scott
Division

RECEIVED
NOV 22 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

This office has reviewed in depth the four alternates to our original proposal for subject improvement. We have also explained and discussed the alternates with the complaining property owner, Mr. Dick Griffith. Mr. Griffith agrees with us that the original proposal is far superior in every respect, except that we go through his alfalfa field.

It is my recommendation that we proceed with the original proposal for the following reasons:

1. It is by far the least expensive alternative, even if we had to go to court with Mr. Griffith. It is $82,000 less expensive than the next alternative, which is also the least desirable from a design standpoint.

2. The original proposal is far superior to any other alternative from a highway engineering design standpoint.

3. The taking of agricultural land is really very minimal. On the Griffith property the proposed taking below the road is 3.61 acres. Of this taking 2.83 acres are tillable and 0.78 acres are non-tillable. It would be impossible to make any improvement worthy of the expenditure which did not take some agricultural land.

4. After talking to Mr. Griffith, I am convinced that his real concern is not for preservation of agricultural land but is money and the total effect this project will have upon his property.

   Mr. Griffith is a retired logger. His property is really rural-residential and the farming activity is only incidental. The 12+ acre alfalfa patch only provides him with a hobby. He will still have this opportunity after the improvement is made.

The impact to Mr. Griffith's field can be lessened by steepening the fill slope on the right side from 2:1 to 1½:1. This would reduce the taking from the field by 0.8 acre. The earthwork balance could be retained by flattening

REFERRED TO

Beard Reed
Cole Sample
Eriksen ✓ Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

the left fill slope. This would probably also reduce the amount of guard-rail to be installed. I realize that this change would affect the planned stage construction but is not an insurmountable problem.

I believe the study of alternatives, our contact with Mr. Griffith, and our attempt to lessen the impact fulfill the directive that was given by Governor Straub.

WES:sh

cc E. S. Hunter w/attach
J. H. Versteeg
J. R. Hagedorn w/attach
Verne Allen "

8559

November 10, 1976

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Penny Hobbs

Dear Penny:

Re: OSHD PERMIT NO. 186
M.P. 93.3-M.P. 95.5 Unit
Spray-Kimberly Section
John Day Highway
Wheeler County

Here is an application with plans for a removal/fill permit on the above site.

The in-stream activity involves the construction of a detour, the removal of the old bridge, the construction of the new bridge and, last, the removal of the detour.

The detour will be constructed of selected rock. The drainage structure size will be 30" minimum. The bridge will be a single span prestressed concrete slab structure. It will be supported at each end by abutment type walls set on steel piling. Wing walls at each end of the abutments will contain the roadway fills. Riprap will protect the new structure supports from erosion damage.

Attached is a copy of a letter from the Army Engineers indicating a section 404 Permit will not be required.

Please review this application and send us your comments. If you have any questions, please call.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh

Send To: **Director, Division of State Lands**
1445 State Street
Salem, Oregon 97310

OSHD PERMIT NO. 186
M.P. 93.3-M.P. 95.5 Unit
Spray-Kimberly Section
John Day Highway
Wheeler County

FOR DIVISION USE:
Please return by _____
Date received _____
Permit No. _____
Waterway _____
County _____

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1 Applicant's Name _____

Address _____ Telephone _____

City _____ State _____ Zip Code _____

2 Project Supervisor's Name _____

Address _____ Telephone _____

City _____ State _____ Zip Code _____

3. Property Owner's Name Oregon State Highway Division

Address State Highway Building Telephone _____

City Salem State Oregon Zip Code 97310

4 Will the project be removal _____ fill _____ combination X riprap X

5 Will your fill consist of rock X gravel X sand _____ silt _____ other Dirt

Will your removal consist of rock X gravel _____ sand _____ silt _____ other Dirt

6 Volume of fill material required: annually _____ total project Approx. 1,000 Cu.Yds.

Volume of removal required: annually _____ total project Approx. 800 Cu.Yds.

7 Name of waterway affected by project Haystack Creek

a. Tributary of John Day River

b. River mile _____ Section 32 Township 8 S Range 25 E

c. County Wheeler

d Popular local description of project location: Haystack Creek Bridge

8 What is the purpose of your project? To replace an old bridge as part of the highway improvement project. A detour will be constructed to carry traffic while the bridge is being built and will be removed when no longer needed.

141-31-04-74

Application for Removal or Fill Permit

Name _____
Permit No. _____

9. Describe your proposed operation (attach additional sheet if necessary)

Contractor will use appropriate power earthmoving equipment to do the construction work.

10. Where will you place dredge spoils, if any? In highway roadbed.

11. When will project start? Spring 1977 Be completed? Fall 1977

12. What does the project site look like at the present time? It is in a natural state.

13 What steps do you plan to take to restore area to its natural condition? All new or disturbed dirt slopes will be seeded and mulched.

14 Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):

a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
c The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
d. Pertinent property boundaries.
e. Spot elevations or contours if available. Reference datum must be noted.
f The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Signed _____

Title _____

Date _____

Attach the following items:

Maps as requested in Item 14, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

8559

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO ATTENTION OF:

NPPND-RF-2

2 November 1976

Frank E. Terpin
Oregon State Highway Division
Highway Building
Salem, OR 97310

NOTED
E. S. HUNTER

RE: Spray - John Day River Section
John Day Highway

Dear Mr. Terpin:

This is in response to your letters of inquire dated 14 October and 26 October 1976, subject as above.

We have determined that none of the nine stream crossings involved in the Spray - John Day section of highway requires a permit from the Department of the Army under Section 404 of the Federal Water Pollution Control Act Amendments of 1972.

The attached list is our determination of the flows on eight of the streams. We feel that the John Day overflow, because of its intermittent nature and general condition, does not qualify as a true stream as defined by the act.

Sincerely,

John Payne

JOHN PAYNE
Chief, Compliance Inspection Section

Attachment
a/s

RECEIVED
STATE HWY ENGR
NOV 5 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
NOV 3 1976
LOCATION
SECTION

Keyes
By Locating Engineer

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

STREAM CROSSINGS

Spray - John Day River Section

John Day Highway

Wheeler and Grant Counties

MILEPOST	NAME OF STREAM	
95.47	Haystack	3.07 cfs
99.91	(unnamed)	.61 cfs
101.29	(unnamed)	.57 cfs
103.05	Bologna	4.22 cfs
105.44	John Day Overflow Channel	-------
107.63	Holmes	1.54 cfs
109.40	Fossil	.23 cfs
110.20	Bone	.44 cfs
112.50	Branson	1.20 cfs

8559

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 27 '76
REFER TO
FOR
Init. | Inves. | R/D | D/R | Sign | Act | File

October 26, 1976

Mr. John Payne
Portland District Corps of Engineers
P. O. Box 2946
Portland OR 97208

NOTED
E. S. HUNTER

Dear Mr. Payne:

Re: Spray-John Day River Section
John Day Highway

This supplements our letter of October 14 requesting a disclaimer that would exempt the subject section from Section 404 permit requirements.

The John Day River overflow channel is normally dry; it is filled with water only when the main channel of the North Fork of the John Day River overflows. No work is proposed on the bridge over the North Fork of the river itself. However, we do propose to replace the existing overflow channel structure (a drawing is enclosed of the existing structure).

The Oregon State Highway Division maintenance foreman, Mr. Dutch Roland, states that the water from flood overflows has only reached the overflow structure twice, once during the 100-year flood of December 1964 and once during the 1930's or 1940's. The inlet channel has been filled and levelled by local farmers, and floodwaters must flow across the fields to reach the structure.

We hope this additional information will be sufficient for your purpose.

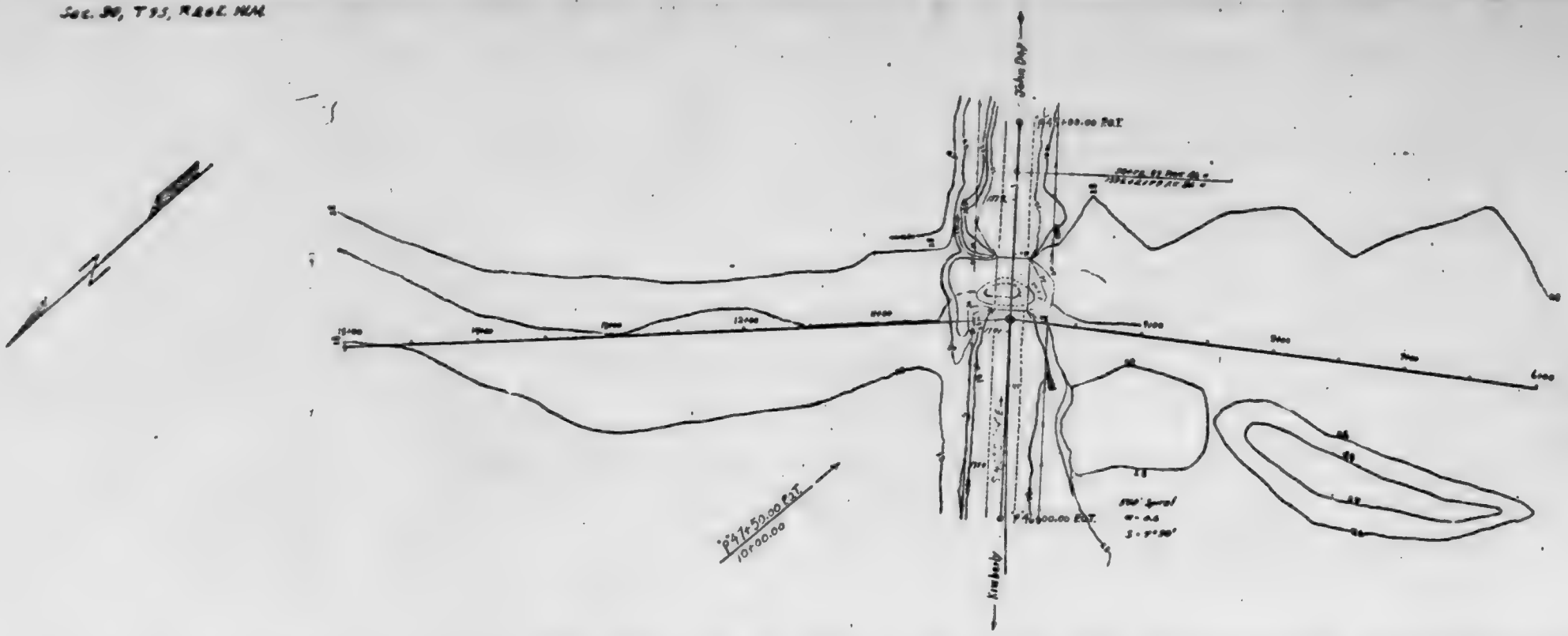
Very truly yours,

Frank E. Terpin
Location Engineer

Enc.
WAE:mc
bc E. S. Hunter (w/att)
W. J. Hart "
J. H. Versteeg "
Gary Potter "
C. G. Swenson " D. E. Keyes

Form 81-734-3123

Sec. 30, T 9 S, R 8 E. WM.

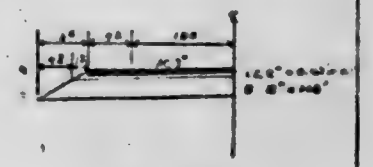


FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

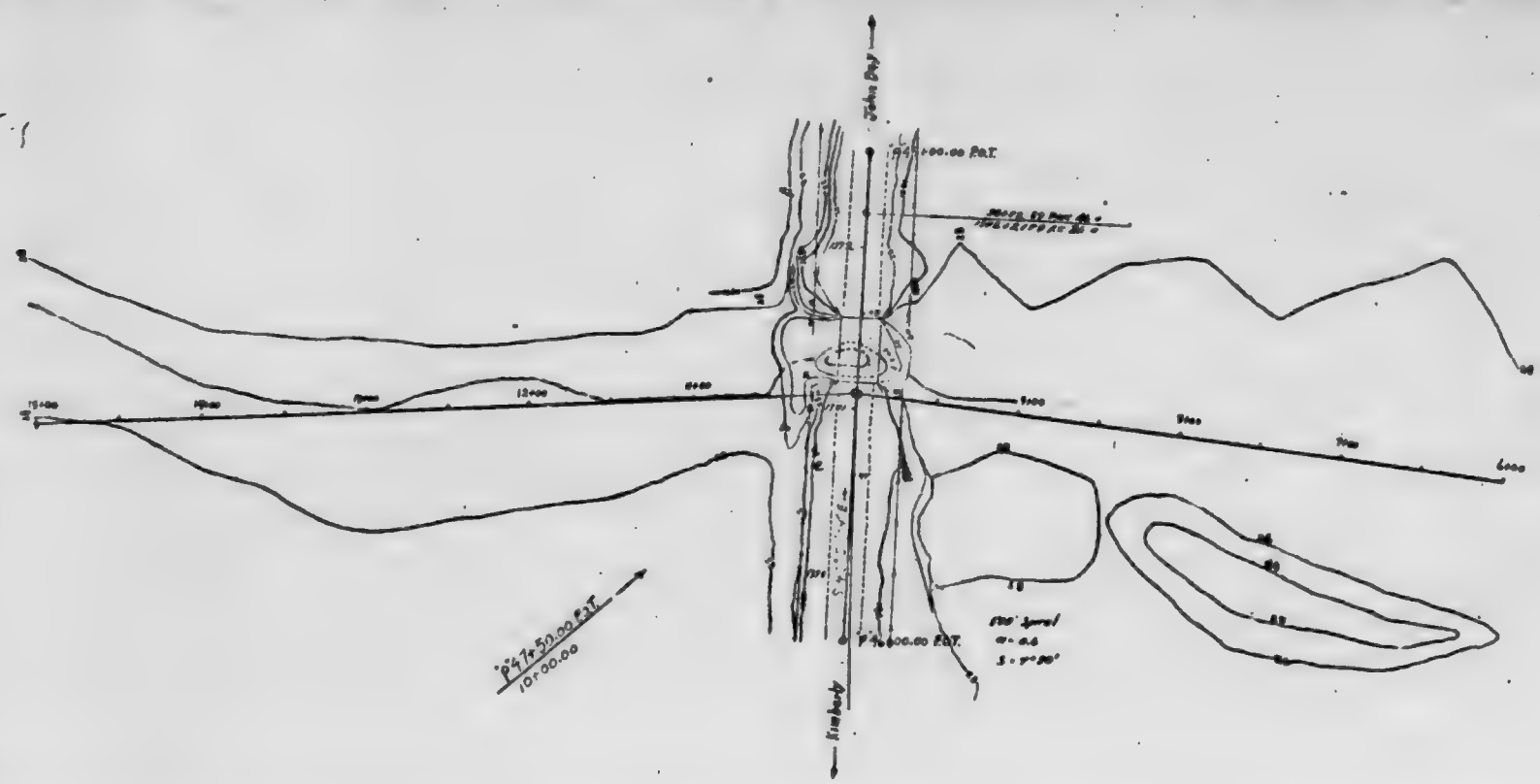
SHEET No.

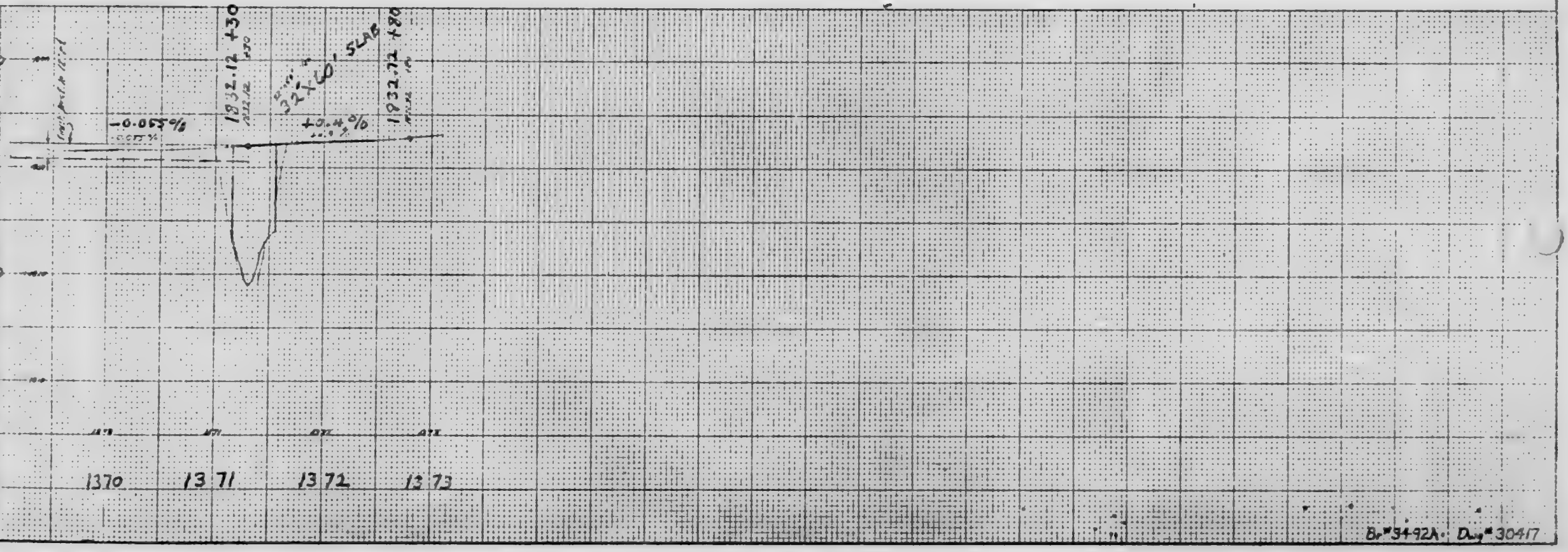
Overhead Bridge Vicinity Map

Spray-John Day River Unit 3
John Day River Highway MP 185.99
Grant Co. 1"=50'
W.E. Hoffman, Res. Engr. Nov 1979



Rev. 12-1991





Br. # 34-92A Dwg. # 30417

8559

GENERAL FILES

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
STATE HWY ENGR
OCT 15 '76
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

October 14, 1976

Mr. John Payne
Portland District
Corps of Engineers
Post Office Box 2946
Portland OR 97208

Dear Mr. Payne:

The Spray-Kimberly Unit 1 of the Spray-John Day River Section is scheduled for contract letting in January 1977. This unit covers MP 93.3 to MP 95.5 of the John Day Highway. It includes a crossing of Haystack Creek; however, we would like to discuss the entire Spray-John Day River Section at this time.

This project includes nine stream crossings of the John Day Highway beginning at MP 95.47 (Haystack Creek) and ending at MP 112.50 (Branson Creek). These creeks are located in a semi-arid region and are all small; most of them appear to be intermittent. Their names, locations by milepost, and approximate areas of drainage basins are shown on the attached list. A locator map is also provided. (Two copies of each are enclosed.)

It is doubtful if any of these streams (or any other streams on this section) have an average flow rate of more than five cubic feet per second. We therefore request that you grant a disclaimer exempting this project from the permit requirements of Section 404 of the Federal Water Pollution Control Act, as amended.

Very truly yours,

Frank E. Terpin
Location Engineer

Enclos (2)
bc E.S. Hunter
W.J. Hart
J.H. Versteeg
Gary Potter
C.G. Swenson
D.E. Keyes

Form 81-734-3123

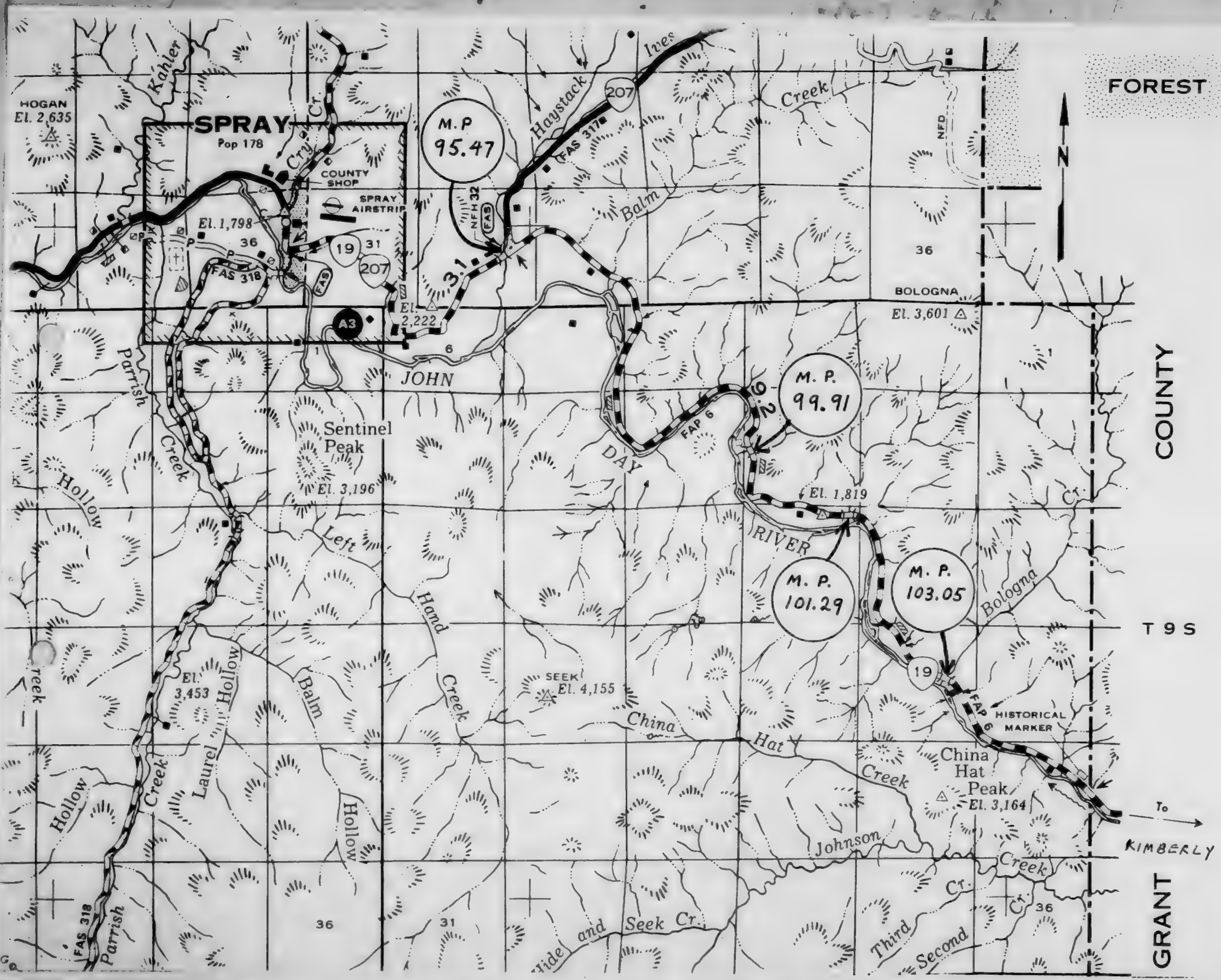
STREAM CROSSINGS

Spray - John Day River Section

John Day Highway

Wheeler and Grant Counties

MILEPOST	NAME OF STREAM	AREA OF DRAINAGE BASIN
95.47	Haystack	13.45 sq. mi.
99.91	(unnamed)	2.55 sq. mi.
101.29	(unnamed)	2.35 sq. mi.
103.05	Bologna	26.50 sq. mi.
105.44	John Day Overflow Channel	
107.63	Holmes	7.80 sq. mi.
109.40	Fossil	0.80 sq. mi.
110.20	Bone	1.70 sq. mi.
112.50	Branson	5.80 sq. mi.


FOREST
COUNTY
GRANT
T 9 S
N
SPRAY
Pop 178
HOGAN
El. 2,635
COUNTY SHOP
SPRAY AIRSTRIP
El. 1,798
M.P 95.47
M. P. 99.91
M. P. 101.29
M. P. 103.05
BOLOGNA
El. 3,601
El. 2,222
Sentinel Peak
El. 3,196
El. 1,819
SEEK
El. 4,155
El. 3,453
China Hat Peak
El. 3,164
HISTORICAL MARKER
To KIMBERLY
FAS 318
FAS 317
FAS 32
FAP 6
NFH 32
NFD
207
19
31
36
1
6
3.1
9.2
Kahler Cr.
Haystack Creek
Ives Creek
Balm Creek
JOHN DAY RIVER
Parrish Creek
Holloway Creek
Left Hand Creek
Laurel Hollow
Balm Creek Hollow
China Hat Creek
Johnson Creek
Third Cr.
Second Cr.
Bologna Cr.
Tide and Seek Cr.

T9S

T10S

R26E

COUNTY

WHEELER

JOHN DAY

RIVER

NORTH FORK

JOHN Day Wagon Road

Long Gl.

FAS 12-010

To Spray

FAS 19

Kimberly

Birch Creek

Rudio Creek

Gilmore Rudio Creek

Gus Cr.

Holmes Creek

Spring Cr.

Fossil Cr.

Bone Cr.

Burnt Corral Creek

Miller Creek

SAND SPRING Cr.

BURNT CORRAL SPRS.

RIMROCK SPRING

Branson Creek

FAP 6

M. P. 105.44

M. P. 107.63

M. P. 109.40

M. P. 110.20

M. P. 112.50

36 31 6

(MATCH LINE)

THOMAS CONDON-JOHN DAY FOSSIL BEDS STATE PARK

(MATCH TO SHEET 3)

8559

September 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rullen
Program Management Engineer

857-H

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 1 of the subject program:

Area: R
Item No.: 70115
Project No.: F-6(~)
F.A. Route No.: FAP 6
Section: Spray-Kimberly, Unit 1
Highway: John Day
Begin M.P.: 93.3
Length: 2.2
County: Wheeler
City: N/A
Work: G-P-Str.
Estimated Cost: $1,143,000
F.A. Cost: $980,690

NOTE:

(1) State Clearinghouse A-95 review approval dated Jan. 16, 1975.

(2) District Clearinghouse A-95 review approval dated Dec. 19, 1974.

(3) Category 3 non-major.

JLG:bb

cc: B. L. Gifford

8559

FORM 81.734.3030

5

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

September 17, 1976

FROM: Frank E. Terpin
Location Engineer

TO: W. E. Schwartz
Regional Engineer

SUBJECT: M.P. 99.7 - M.P. 101.3 Unit
Spray-Kimberly Section
John Day Highway
Wheeler County

As you know, the Dick Griffiths, who live on the subject section, have written to the Governor protesting the Highway Division's plan to acquire some of their property which is alfalfa-growing land.

We received instructions from Ed Hunter to make some projections that would eliminate or reduce the amount of alfalfa-growing land needed.

Enclosed are the projections that were studied with the estimates of cost and effects on earthwork.

Four alternates were studied; their description and results follow:

L^2 line (shown in red on the map) is a minor line shift combined with a grade change extending from the beginning of the project through the cut area, with the remainder of the project the same as the original design.

To accomplish the line shift it was necessary to increase one curve from 6^0 to 8^0, add one 3^0 curve and increase a 5^0 curve to 6^0.

The line and grade change would reduce the proposed right of way taking from about 3-1/2 acres to 1-3/4 acre. However, the change also reduced the amount of embankment while it did not reduce the amount of excavation. This in turn generates about 43,000 cubic yards of excess material over and above the amount of embankment and surfacing for Unit 2 and the surfacing for Unit 1.

L^3 line (shown in green and orange on the map) is a major line change with about 500 MPH design. If the total project is considered this line would add three curves to the proposal. The grade lines were changed to a 5% and 6% rather than a 2.3 and 3.5% on the original design to reduce the excavation through the hill.

Estimates were compiled for a short project from Station 1088 to Station 1110 and for the total design length.

The excess material for the short project would be 74,000 cubic yards and 66,000 cubic yards for the total project, over and above surfacing for Unit 1 and embankment and surfacing for Unit 2. The short project would take about 1/10 acre from the alfalfa field and the total project would take about 1/2 acre.

L^4 line (shown in green on the map) is a modification of the L^3 line having about 45 MPH design. This line would also add 3 curves to the total project, the sharpest being 10^o. The vertical alignment would be similar to the L^3 line with 6% grade on each side of the hill.

Estimates were compiled for a short project Station 1088 to Station 1110 and for the total length.

The excess material for the short project would be 47,000 cubic yards and 32,000 cubic yards for the total project, over and above surfacing for Unit 1 and embankment and surfacing for Unit 2.

The short project would take about 1/4 acre from the alfalfa field and the total project would take about 3/4 acre.

If the surfacing material for Unit 1 is acquired from other sources, each of the above alternates would have an additional 20,000 cubic yards of excess material.

L^3 and L^4 lines would require the taking of a small portion of an irrigated hay field belonging to Charles Hill easterly of the cut section. However, each of these lines would stay out of the field the L and L^2 lines bisect.

There are several items that should be considered in determining which alternate should be selected for this project.

First, of course, is which alternate produces the best results for the monies spent.

Second is the age and condition of the two structures within the initial project limits. These bridges were both constructed in 1941 and have a horizontal clearance of 23 feet. They are both timber structures and appear to be in fair condition.

Third is the placement of the excess material generated by most of the alternates. A stockpile site at M.P. 97.8 was used as a basis for estimating the cost of disposing of this material; however, it is not known if the site has adequate size to store the excess.

One additional alternate that should be considered is the purchase of the Griffiths' property, using the excess portion for a future stockpile site and/or a possible wayside along the John Day River. It is our understanding that the Griffiths purchased their place about a year ago for approximately $32,000.

Attached are a summation table and copies of the correspondence concerning the project.

Will you please review the proposals and discuss the alternatives with the Griffiths as promosed in Klaboe's letter.

Please keep us informed of any decisions that are made.

Attachments

DB/FET:mc

cc J. H. Versteeg

1 Versteeg ✓
2 Olson
3 Christensen
4 Scott
5 Swenson
6 Savage
7 Trout

RECEIVED
SEP 20 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receivar Keep ☐
Do not File ☐
Return To
Bring Up / / /
Other

REFERRED TO
Beard Reed
Cole Sample
Eriksen / Watson
Hager Wolfe
Return Discuss Do File Copy Date
BY FINAL DESIGN ENGINEER

SUMMATION TABLE

Alternate	Stations	Excess Material* (Cu.Yds)	Estimate Cost
L	1068+50-1148+50	0	$745,000
L^2	1068+50-1148+50	43,000	887,000
L^3	1088+00-1110+00	74,000	545,000
L^3	1068+50-1148+50	66,000	886,000
L^4	1088+00-1110+00	47,000	497,000
L^4	1068+50-1148+50	32,000	827,000

*If the surfacing material for Unit 1 is acquired from other sources, each alternate would have an additional 20,000 cubic yards of excess material.

3559

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon 97850

August 24, 1976

FILE:

FROM: Verne A. Allen
Regional R/W Supervisor

TO: J. B. Boyd
Right of Way Engineer

S A L E M

SUBJECT: Files 48993, 48994 & 48995
Spray-Kimberly Section
John Day Highway
Wheeler County

351-K

RECEIVED
STATE HWY ENGR
AUG 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Please find attached a Memo to Files by W. L. Barnett which explains some of the troubles we are having with the people on this section. These are problems which I thought you should be aware of. This was discussed with Ken Chatwood on Monday, August 23, 1976, by phone.

Note: Discussed with Pat Schwartz on 8/26/76 - Frank Sivertsen on Unit 2 - Bill Barnett - possibility with Bill Barnett - Caution on negotiating until plans from ... there proceed to acquire

VERNE A. ALLEN
Regional R/W Supervisor

VAA/crp
attachment

cc Hunter
Schwartz
Allen

RIGHT OF WAY SECTION
RECEIVED
AUG 1976

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon 97850

August 24, 1976

FILE:

FROM: W. L. Barnett
Right of Way Agent

TO: MEMO TO THE FILES....

SUBJECT: Files 48993, 48994 & 48995
Spray-Kimberly Section
John Day Highway
Wheeler County

The above three files are involved in what is referred to as Unit 2 of proposed projects to improve the above-named section of highway. Authorization to appraise and negotiate the above files was received.

In negotiating these files it has become apparent that two of the three property owners (Hill and Griffith) affected by the proposed improvement are adamantly opposed to the State acquiring the R/W prior to funding and definitive plans for this particular stretch of highway between M.P.'s 99.7 and 101.3. The third property owner (Trost) has also indicated that he feels the State is "speculating" in that the project may not take place for several years and the State wants to acquire the property now, before the value increases.

A brief status of these three files is as follows:

FILE 48993: Mr. Trost wants more money than offered. He feels that the State is speculating since no funding has been authorized and no time table has been set for construction. However it appears that renumeration is his primary concern.

FILE 48994 - Griffith (C.P.) Mr. and Mrs. Griffith are adamantly opposed to the State acquiring the R/W now and feel that it's purely speculation on the State's part due to reasons as stated by Trost. They are also very concerned about the amount of productive land (alfalfa) the State currently proposes to acquire. They are unhappy about the offer, but their primary concern involves the loss of productive land -- currently estimated at 3.66 acres of a total of approximately 12 acres. They feel very strongly that the acquisition of the hillside behind their home, for borrow material for Unit 1, is completely unnecessary because of surplus availability of material along Unit 1. They are strongly opposed to acquisition now for possible future use, but will probably be opposed to similar R/W proposals in the future too -- due to the adverse affect on their property. They indicated that they felt money could be more wisely spent on other more needed projects in Wheeler County.

FILE 48995 - Hill. Mr. and Mrs. Hill stated that they will refuse to sign anything involving any acquisition for Unit 2 because of the speculative nature of the proposed project. Mr. Hill stated that if the State had definite plans and a timetable for construction he would deal with us, but until such time he "respectfully declines" to negotiate with us. He feels that the acquisition of productive land should be held to a minimum and says he would not be satisfied with our current offer if we were negotiating. But he maintains that no matter what value we offered now he still would not agree to sell anything because the principle involved (State acquiring R/W prior to funding and authority to construct).

It should also be noted that on the evening of 8/18/76 I attended a County Planning Commission meeting at the Wheeler County Court House. Also present at the meeting were Regional Engineer W.E. Schwartz and Regional Construction Engineer Dale Allen. Mr. and Mrs. Hill and Mr. Trost attended the meeting.

Mr. Hill and Mr. Trost both expressed their displeasure with what they termed the speculation involved in the acquisition for Unit 2. They both indicated that they felt the borrow site (hillside between Griffith and Hill) was a poor excuse for acquisition in that plenty of material was available from other sources. Mr. Hill expressed concern over the amount of productive land to be affected. Mr. Trost expressed displeasure over the "ridiculous offer."

The Commission Members expressed displeasure over lack of communications, in that they had not been adequately informed of plans concerning the proposed projects (Units 1 through 5). They indicated that they felt the Highway Division should apply to the County directly for a permit to construct -- as a highway acquisition constitutes a change of use of the land. Their rationale was that individuals have to apply and therefore the State should also apply. One commission member, Jane Fussner, appeared to be opposed to the highway project. She stated that productive land should not be acquired for the proposed project. She indicated that she didn't feel these projects were necessary on this highway in that the scenic beauty would be disturbed and the large expenditure of money necessary was not justifiable. A few of the members of the commission expressed doubts about acquiring R/W prematurely for Unit 2.

At the meeting it was also pointed out that the "Six Year Plan" lists Unit 2 rather than Unit 1 under projects prioritized for the first $25 million Bond Issue.

W. L. BARNETT
Right of Way Agent

WLB/crp

cc: W. E. Schwartz

8559

9

August 24, 1976

Wheeler County Court
Courthouse
Fossil, OR 97830

857.H

Attention: Hon. Andrew F. Leckie

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 420," adopted by the Transportation Commission on July 27, 1976, covering the Spray-Kimberly Section (M.P. 93.3-M.P. 95.5 and 99.7-M.P. 101.3 Units) of the John Day Highway in Wheeler County.

Also attached are the survey approval maps.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare route locations and highway designs on the following sections of state highways:

a. Middle Bridge Road-Ritter Creek Section of the Baker-Copperfield Highway in Baker County,

b. Clem Road-Speece Section of the John Day Highway in Gilliam County,

c. Spray-Kimberly Section, M.P. 93.3-M.P. 95.5 Unit of the John Day Highway in Wheeler County,

d. Spray-Kimberly Section, M.P. 99.7-M.P. 101.3 Unit of the John Day Highway in Wheeler County,

and in connection therewith to prepare maps showing the locations and designs for said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared maps showing the route locations and highway designs and has submitted the same for the final decision of the Commission; and

WHEREAS, no public hearings were required on the above sections; and

WHEREAS, after due consideration of the aforesaid maps, field notes and other engineering data submitted by the Engineer and also of the social, economic and environmental effects of the route locations and highway designs proposed by the Engineer, it is the judgment of the Commission that the route locations and highway designs for said highway sections designated as the Middle Bridge Road-Ritter Creek Section in Baker County, the Clem Road-Speece Section in Gilliam County, the Spray-Kimberly Section, M.P. 93.3-M.P. 95.5 Unit and the Spray-Kimberly Section, M.P. 99.7-M.P. 101.3 Unit both in Wheeler County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, three members being present and voting affirmatively, as follows:

July 27, 1976

1a. That the route location and highway design as shown on the Engineer's map of the Middle Bridge Road-Ritter Creek Section beginning at Highway Engineer's Station 824+00 west of Middle Bridge Road and extending in an easterly direction to Highway Engineer's Station 922+50 just east of Ritter Creek, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-619 and the date of June 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

1b. That the route location and highway design as shown on the Engineer's map of the Clem Road-Speece Section of the John Day Highway beginning at Highway Engineer's Station 490+00 north of Clem Road and extending in a southerly direction to Highway Engineer's Station 605+50 a distance of approximately 2.2 miles which map for identification purposes bears Survey Design Approval Map File No. 1R-4-621 and the date of July 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

1c. That the route location and highway design as shown on the Engineer's map of the Spray-Kimberly Section, M.P. 93.3-M.P. 95.5 Unit of the John Day Highway beginning at Highway Engineer's Station 52+00 east of Spray and extending in a southerly and northeasterly direction to Highway Engineer's Station 166+00 a distance of approximately 2.2 miles which map for identification purposes bears Survey Design Approval Map File No. 1R-4-623 and the date of July 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

1d. That the route location and highway design as shown on the Engineer's map of the Spray-Kimberly Section, M.P. 99.7-M.P. 101.3 Unit of the John Day Highway beginning at Highway Engineer's Station 1068+50 east of Spray and extending in a southerly direction to Highway Engineer's Station 1148+50 a distance of approximately 1.5 miles which map for identification purposes bears Survey Design Approval Map File No. 1R-4-624 and the date of July 1976, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building, Salem, Oregon.

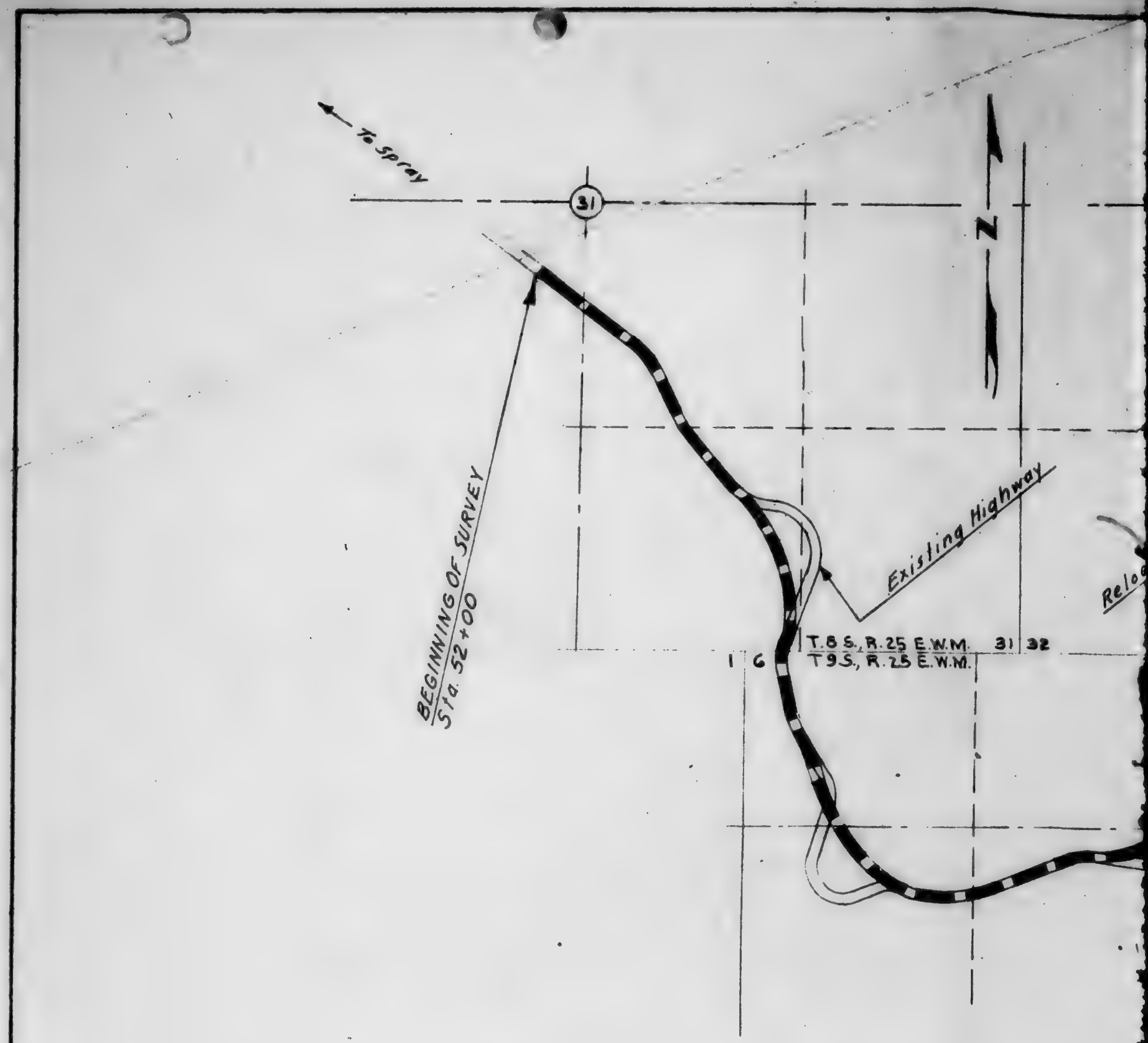
2. That when said highway sections are permanently constructed the same shall be done in accordance with said route locations and highway designs unless otherwise directed or ordered by the Commission.

July 27, 1976

3. That this approval and adoption of said route locations and highway designs constitutes and is deemed as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway sections. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route locations and highway designs approved hereby with limited access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 27th day of July, 1976, as "Highway Corridor and Design Resolution No. 420."

July 27, 1976



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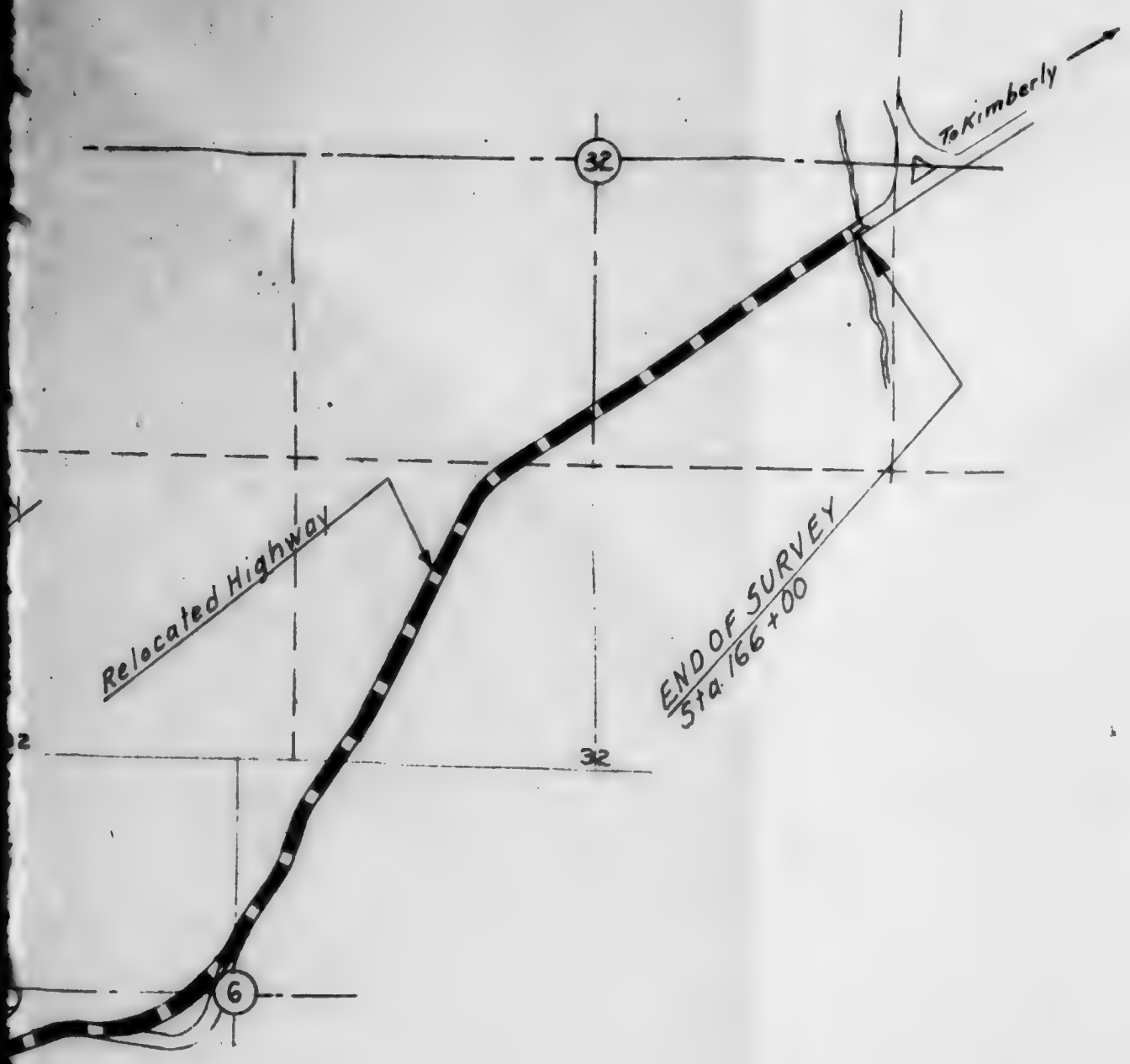
1R-4-623



PUBLIC HEARING ..... None Required
THROUGHWAY RESOLUTION ADOPTED ..... None Required
ACCESS CONTROL ..... Limited

APPROVED: 7-22, 1976

E. Zbanek
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

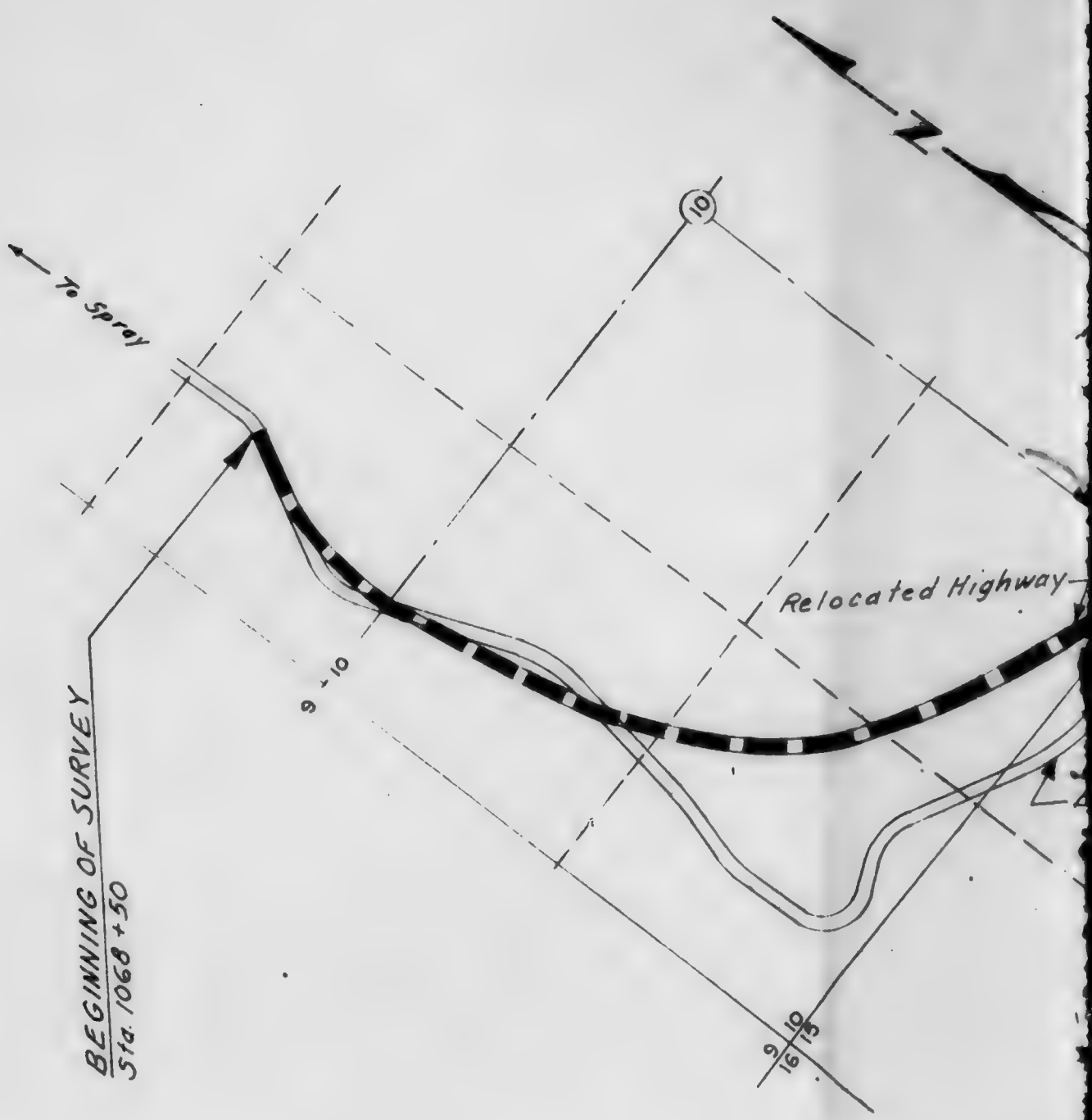
SURVEY APPROVAL MAP

SPRAY-KIMBERLY SECT.
M.P. 93.3 - M.P. 95.5 UNIT
JOHN DAY HIGHWAY
WHEELER COUNTY

SCALE: 1" = 800' | DATE: July, 1976

FOR DETAILS SEE DRG. NO. 98-14-7

T. 9 S., R. 25 E. W. M.



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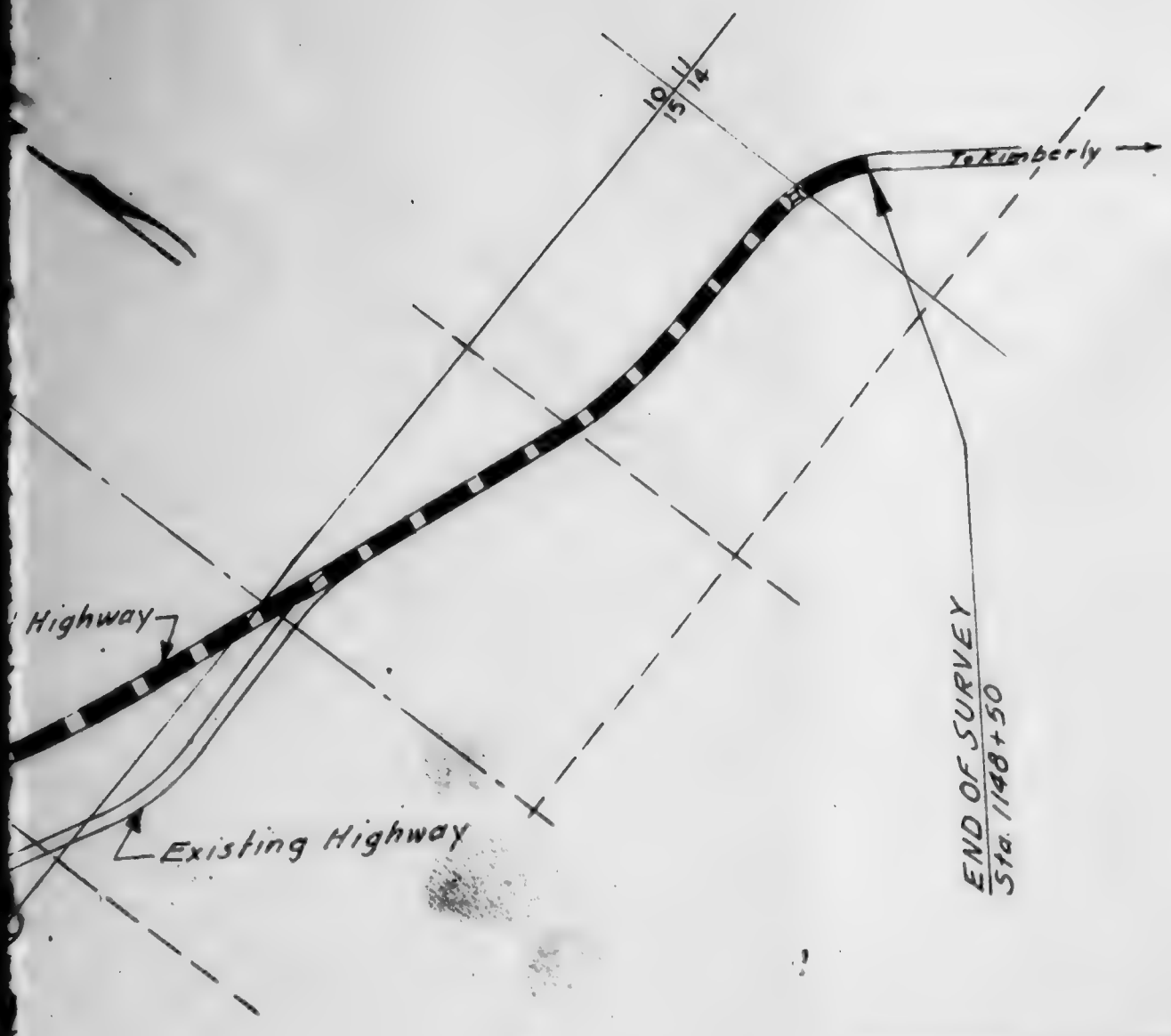
1R-4-624

E.W.M.



OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

SPRAY-KIMBERLY SECT.
M.P. 99.7 - M.P. 101.3 UNIT
JOHN DAY HIGHWAY
WHEELER COUNTY

SCALE: 1" = 800'

DATE: July, 1976

FOR DETAILS SEE DRG. NO. 98-14-4

PUBLIC HEARING ..... None Required

THROUGHWAY RESOLUTION ADOPTED ..... None Required

ACCESS CONTROL ..... Limited

APPROVED: 2-22, 1976

E.J. Hunter

DEPUTY STATE HIGHWAY ENGINEER

8559

9

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

August 19, 1976

Mr. and Mrs. Dick Griffith
Star Route
Spray, Oregon 97874

Dear Mr. and Mrs. Griffith:

I have contacted the Highway Division concerning the realignment of the John Day Highway that affects your alfalfa field. The proposal for relocating the road is the result of considerable study.

However, at my request, they will review the project and make a concerted effort to reduce the impact on your alfalfa field. You should be contacted by the Highway Division in about two weeks, at which time you will have the opportunity to review the alternatives available.

I appreciate your concern for preserving valuable crop land and you can be assured that every means will be taken to minimize the impact on your property and still effect the desired road improvement.

Sincerely,

Governor

RWS:bh

bcc: DOT

NOTED
B. KLABOE

COPY

Spray Oreg.
July 1st. 1926

Dear Mr Stranlun.

As Don (Griffith) has probably told you - Mary & I bought a place on the John Day river, between Spray and Dayville. 46½ Ac - 12½ in Alfa balance in pasture, joining you on the SE side.

Our Problem is - The State is going to reline the Highway here and want 10 ac. of our land - 3½ Ac right out of the middle of the Alfalfa field. I am very much opposed to taking this No. 1 Crop land for a road bed or any other reason. I believe from

talking to you + Mrs. Straub
your thinking is about
the same.
I'm wondering if the Land
planning or Conservation Groups
or any other Organization
can help prevent this to
save these acres of production
land from being a road Bed
Several alternatives are
available to use for it.
Also they figure on putting
a crusher in about 1/8 mi
from our house - which in
turn will ruin the property
on account of dust etc.
I know you have a lot of
very important Problems -
but to us this is an im-
portant one also.
Any advice will be greatly
appreciated and held in

Dutch Confederacy

Thank you

Sincerely

Nancy & Dick Griffith

Star Rte

Spring

97574 Org

8559

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Salem, Oregon
August 5, 1976

Duane O. Christensen
Final Design Engineer

John Oakes
Assistant Right of Way Engineer

Spray-Kimberly
John Day Highway
Wheeler County
File 49529

Easements or construction permits will not be required for the private road Sta. 124+00 to 129+00 and 136+70 to 138+00. The access control line had been pulled in to leave the road in its present location. The proposed construction will not encroach upon the road. As to the existing ditch, Sta. 139+00 to 150+82, it is being relocated within the limits of the proposed construction easements.

Printss of the proposed construction are included with the private road and ditch relocations highlighted in yellow.

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 06 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

LKW:az
Attachment
cc: Lyle K. Watson

8559

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, 97310

DATE July 28, 1976

TO D.O. Christensen
Final Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 49529
Spray-Kimberly Section
John Day Highway
Wheeler County

I am attaching a letter and a print of the right-of-way map received from Mr. E. Thomas Martin on this project.

Mr. Martin also informed me that this private road is used by the farmer to get to his haystack so he can put up hay in the summer and feed the cattle in the winter.

If you think it is necessary, please have descriptions prepared for easements for construction permits to relocate the private road in the areas he shows.

JRO:ha
Att.
cc Verne Allen - Att: Tom Martin

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	Watson
Hager	Wolfe

Return (Discuss) Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg	
Olson	
Christensen	
Scott	
Swenson	
Savage	
Trout	

RECEIVED
JUL 29 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Letter & plans being prepared to send to Oakes. Easements not required & irrigation ditch is being reconstructed. D.W.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon 97850

July 27, 1976

FILE:

FROM: Tom Martin
Right of Way Agent

TO: John Oakes
Assistant R/W Engineer

S A L E M

SUBJECT: File No. 49529
Spray-Kimberly Section
John Day Highway
Wheeler County

The question I posed to you this morning deals with the private road between Stations (approximate) 124+00 and 129+00 and also 136+70 and 138+00 right (colored blue on map).

The taking will disturb this same road between Stations 143+00 and approximately 150+00, yet provision has been made for a construction permit to re-establish the private roadway (colored orange).

My question is, essentially, do you think we need construction permits to re-establish the private roadway in all areas where it will be affected by the acquisition as delineated on the map? My plan is to make some assumptions and deal with this problem in the appraisal; this, in effect, does not comply precisely with the instructions in the appraisal assignment.

One other condition exists that is not shown on the map. An irrigation ditch is located adjacent to the private road between Stations 139+00 and 150+82 (approximate). This ditch follows the road on the lower side (or right, easterly). A provision will be necessary to relocate the ditch also or damage to the irrigated hay field will result from the acquisition. Mention was made of this ditch in my Liaison Report (cover letter dated February 13, 1976) on Page 19, File #2.

Additional comments will be forthcoming which will accompany the appraisal report. I shall forward a copy of the personal interview reports for Files 49257 and 49259.

E. Thomas Martin, III

E. THOMAS MARTIN
Right of Way Agent

ETM/crp
attachment

8559

DATE: July 22, 1976

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

The surveys have been completed on the following projects:

Middle Br. Rd.-Ritter Cr. Section, Baker-Copperfield Highway, Baker County

Clem Rd.-Speece Section, John Day Highway, Gilliam County

Warren-Scappoose Section, Columbia River Highway, Columbia County

Spray-Kimberly Section, M.P. 93.3-M.P. 95.5 Unit, John Day Highway, Wheeler County

Spray-Kimberly Section, M.P. 99.7-M.P. 101.3 Unit, Wheeler County

In order that the record be clear as to the official location of these facilities we request your approval of the attached survey approval maps. The work has been accomplished consistent with the governing regulations.

This matter will be on the agenda at the July 27 Commission meeting for your consideration.

Attachment

bc: C. W. Head/With Att.
R. A. Burco
F. B. Klaboe
E. S. Hunter/With Att.
R. L. Schroeder
Frank Terpin
L. W. Rulien
J. B. Boyd
George Bell
W. E. Schwartz
E. L. Hardt

BLG:re js

8559

5

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 9, 1976

Kyle K. Watson

FROM: Kyle K. Watson
Design Team Supervisor

SUBJECT: Spray-Kimberly Unit 2
John Day Highway
Wheeler County
Cattle Pass

TO: MEMO TO THE FILES

Dale Allen, Region V Construction Engineer, has recommended that we not build the cattle pass at Station 1112+95.

In a telephone conversation with him, I discussed the cost. Right of way and damages would be $3,157± plus $2,650 for a total cost of $5,807±. The cost of the cattle pass would be $14,529± , and the difference would be $8,722± more to build the cattle pass than right of way and damages.

9J-14-4

LKW:az
cc: Dale Allen
John Oakes
Jack Stils

1 Versteeg ✓
Olson
2 Christensen
3 Scott
Swenson
Savage
Trout

RECEIVED
JUL 12 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8559 5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 1, 1976

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: Spray-Kimberly Unit 1
(MP 93.3 to MP 95.5)
John Day Highway
Grant County

The John Day Highway is on the FAP system. The ADT is 200 and the proposed typical section is two 12 foot travel lanes and 4 foot shoulders. This project has been reviewed with FHWA and is eligible for Federal Funds.

The environmental assessment, concurred in by FHWA, indicates a Negative Declaration and a Category 3 project. The Region environmentalist has prepared a negative declaration but it was not processed. Garry Potter is reviewing the project to determine the type of action that would be required to qualify for Federal Funding. If non-major action, one month will be required prior to purchase of right-of-way. If negative declaration, five months prior to right-of-way purchase.

Right of way will be required from three property owners of which two are private and one is BLM. John Oakes estimates three to six months to acquire approval on the BLM lands. No problems are anticipated with the other two owners. There will not be any relocations required.

LKW:az
cc: L. W. Rulien
G. Potter
John Oakes
C. G. Swenson

1 Versteeg
2 Olson
3 Christensen Don
4 Scott
Swenson
5 Savage TLS
6 Trout

RECEIVED
JUL 0 1 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up
Other

8559 5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE June 24, 1976

TO James H. Versteeg
Road Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT ACCESS POINTS
Spray - Kimberly Section
John Day Highway
Wheeler County

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations and any variance from the attached list will appear on the form.

JRO:ha
Att.

REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Discuss Do File Copy Due
Return
BY FINAL DESIGN ENGINEER

1 Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 25 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

ACCESS DETERMINATION LIST

Spray - Kimberly Section
John Day Highway
Wheeler County

Unit 1 (MP 93.3-MP 95.5)

FILE NO.	STATION	SIDE	ACCESS WIDTH	APPROACH WIDTH	TO BE CONSTRUCTED BY
49257	65+00	Right	35'	16'	State
	65+00	Left	35'	16'	State
49258	77+10	Left	35'	16'	State
	77+90	Right	35'	16'	State
	95+90	Right	35'	16'	State
	115+20	Right	35'	16'	State
49259	153+10	Left	35'	24'	State
	154+90	Right	35'	16'	State
	156+50	Left	35'	24'	State
	158+00	Right	35'	16'	State

J H Wentz — 6-23-76
DESIGN ENGINEER — Date

John R Cole — 6-23-76
Right of Way Engineer — Date

E H Schuster — 6-24-76
Deputy Highway Engineer — Date

RECEIVED
STATE HWY ENGR
JUN 23 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCESS DETERMINATION LIST

Spray - Kimberly Section
John Day Highway
Wheeler County

Unit 1 (MP 93.3-MP 95.5)

FILE NO.	STATION	SIDE	ACCESS WIDTH	APPROACH WIDTH	TO BE CONSTRUCTED BY
49257	65+00	Right	35'	16'	State
	65+00	Left	35'	16'	State
49258	77+10	Left	35'	16'	State
	77+90	Right	35'	16'	State
	95+90	Right	35'	16'	State
	115+20	Right	35'	16'	State
49259	153+10	Left	35'	24'	State
	154+90	Right	35'	16'	State
	156+50	Left	35'	24'	State
	158+00	Right	35'	16'	State

J H Wentz — 6-23-76
DESIGN ENGINEER — Date

John R Cole — 6-23-76
Right of Way Engineer — Date

E S Hunter — 6-24-76
Deputy Highway Engineer — Date

RECEIVED
STATE HWY ENGR
JUN 23 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8559

PRO 4-2

SALEM, OREGON
April 28, 1976

L. W. Rulien
Project Management Engineer

John R. Oakes
Asst. Right-of-Way Engineer

PROGRAMING
Unit 2
Spray-Kimberly Section
John Day Hwy.
Wheeler, County

Bond funds in the amount of $20,000 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with FHPM 7-2-2.

This is a fiscal year 1976 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 35-2601 should be used for this expense.

CRN:ljt

cc: Benny Vaughn
C. P. Laux

8559

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 23, 1976

TO MEMO TO THE FILE

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Oregon Transportation Commission Meeting
Highway Division and Parks Agenda
April 23, 1976

AGENDA ITEMS:

All items on the Highway Division and Parks Agenda were approved as presented.

NOA ITEMS:

There were no NOA Items presented.

DELEGATIONS:

1. Mr. Herb Wright of Fossil, together with other local residents, appeared before the Commission urging early contracting of the Spray-Kimberly Section of the John Day Highway. This project is in the process of development, with right-of-way acquisition to begin in May and probable contract letting in August of 1976.

The delegation also requested minor improvements, such as curve widening, from Kimberly south through Grant County. They suggested that the alleviation of sharp curves and minor widening might be accomplished by State Highway maintenance forces.

Chairman Jackson stated that the Department would look into the possibility of doing some minor work with State Highway crews.

2. The Honorable L. P. Gray, Mayor of Hermiston, and others appeared requesting that the Hermiston-Stanfield

Section of US395 be improved as committed under the 1971 Eastern Oregon Bond Program. Chairman Jackson responded that the Commission recognized its commitment and would proceed with the project as rapidly as funds became available.

Mayor Gray also pointed out the rapid growth of business adjacent to US395 north of Hermiston, and urged the Commission to place on the construction program the widening of the section of US395 from Hermiston to the Columbia River. He indicated that the rapid expansion being experienced in the area called for a four-lane section, with a continuous left-turn lane.

Mr. Jackson responded to this request by saying that this project would have to take its place in the future Six-Year Construction Program as other state-wide priorities were considered.

NEXT MEETING DATE:

The next regular meeting of the Commission will be on Tuesday, May 25.

ESH:ja

cc Transportation Commission
C. W. Head
George M. Baldwin
F. B. Klaboe
R. N. Bothman
H. S. Coulter
R. L. Schroeder
R. B. Sipprell
J. B. Boyd
V. E. Skoog
George Bell
D. G. Talbot
C. O. Fredrickson
L. E. George
E. L. Hardt
W. J. Hart
D. N. Harwell
R. P. Hamilton
Gene Huntley
John C. Jenkins
Carroll Keasey
D. H. Moehring
Gary Potter
R. E. Royer
L. W. Rulien
W. E. Schwartz
Alfred Shirley
Frank Terpin
J. H. Versteeg
Carl Williams
Walter L. Barrie
Jack Sollis
Federal Highway Administration

8559

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 19, 1976

TO James H. Versteeg
Road Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT ACCESS POINTS
Spray - Kimberly Section
John Day Highway
Wheeler County

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

JRO:ha
att.

REFERRED TO

Beard ____ Reed ____
Cole ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson ____
2 Christensen ____
3 Scott ____
Swenson ____
Savage ____
Trout ____

RECEIVED
APR 19 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

ACCESS DETERMINATION LIST

Spray - Kimberly Section
John Day Highway
Wheeler County

Unit 2 (MP 99.7-101.3)

FILE NO.	STATION	SIDE	ACCESS WIDTH	APPROACH WIDTH	TO BE CONSTRUCTED BY
48993	1072+50	Right	35'	16'	State
	1077+10	Right	35'	16'	State
	1077+63	Left	35'	16'	State
48994	1081+65	Right	35'	16'	State
	Access to existing highway left of Sta. 1083+85 (existing approach) thence along existing highway to connection at Sta. 1081+65.				
	1086+00	Left	35'	16'	Grantor
	(Appears to be impractical - fill is very high)				
48995	1103+00	Left	35'	16'	State
	1103+00	Right	35'	16'	State
	1113+00	Access allowed Rt. & Lt. through cattlepass.			
	1118+50	Left	35'	16'	State
	1118+65	Right	35'	16'	State
	1125+00	Left	35'	16'	State
	1125+00	Right	35'	16'	Grantor
	1130+25	Right	35'	16'	Grantor
	1143+00	Right	35'	16'	State

J H Wuntey — 4-16-76
DESIGN ENGINEER — Date

John R Oaks — 4-16-76
Asst. Right of Way Engineer — Date

[illegible] — 4/16/76
~~Deputy~~ Highway Engineer — Date
Asst.

ACCESS DETERMINATION LIST

Spray - Kimberly Section
John Day Highway
Wheeler County

Unit 2 (MP 99.7-101.3)

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	Access to existing highway left of Sta. 1083+85 (existing approach) thence along existing highway to connection at Sta. 1081+65.				
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	(Appears to be impractical - fill is very high)				
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	1130+25	Right	35'	16'	Grantor
	1143+00	Right	35'	16'	State

J H Wuntey — 4-16-76
DESIGN ENGINEER — Date

John R Cake — 4-16-76
Right of Way Engineer — Date

4/16/76
~~Deputy~~ Asst. Highway Engineer — Date

8559

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

April 9, 1976

FROM: W. E. Schwartz
Regional Engineer

SUBJECT: Unit No. 1
Spray-Kimberly Section
John Day Highway
Wheeler County

TO: Hal Versteeg
Road Design Engineer

SALEM

Lyle Watson requested that I write to you to confirm a telephone conversation I had with him on subject project this date.

Region 5 would prefer that Unit No. 1 be advanced to construction ahead of Unit No. 2 if only one unit is to be constructed.

We understand that there is BLM land in Unit No. 1 which will have to be looked at by an archaeologist before we can obtain the right-of-way. We realize that this may delay the project beyond the scheduled letting date of August 26, 1976. This is acceptable unless the delay is of an excessively long duration. If the archaeological investigation reveals major archaeological sites which will take a long time to salvage, we would like to review this decision.

WES:sh

cc H. S. Coulter
C. T. Keasey
Frank Terpin
Lyle Watson
Bill Hoffman

Versteeg ✓
Olsen
Copy
Scott
Swenson
Trapp

RECEIVED
APR 12 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not file
Return To
Bring Up
Other

8559

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 31, 1976

FROM: George C. Wills
Location Field Engineer

SUBJECT: Spray-Kimberly, Units 1 and 2
John Day Highway
Wheeler County

TO: File

NOTED
E. S. HUNTER

Funding for subject project has been limited to $900,000. Engineer's Report recommended construction of Unit 2. Past discussion with Region indicated that Unit 2 was their first priority. Apparently some confusion existed. Region reiterates that Unit 1, Spray to Heppner Junction, is their first priority (by letter of December 10, 1975). A check with the drafting room indicates a switch from Unit 2 to Unit 1 would set the project back about one month. Current letting for August would be set back to September. Climate and materials would allow grading during winter months.

In compliance with Region priorities, that portion of Unit 1 which could be constructed with $900,000 should be indicated on the current schedule instead of Unit 2. Delay in contracting from August to September is okay by the Region Engineer. Project will offer some winter work for contractor.

The Location Section concurs with Region in recommending contract for Unit 1, Spray-Hardman Junction. Easterly end of project can be deleted in order to cut the project cost to $900,000.

Aggregate source should be the rock cut on Unit 2; therefore, right of way must be acquired on both Unit 1 and Unit 2.

Units 3, 4 and 5 are not programmed at this time; therefore, right of way need not be acquired.

RECEIVED
STATE HWY ENGR
MAR 31 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GCW:mc

cc E. S. Hunter
L. W. Rulien
J. H. Versteeg
W. E. Schwartz (w/att)

8559

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 30, 1975

Salem, Oregon

FILE: 4987A

FROM: John R. Marks
Asst. Foundation Engineer

TO: Mr. Walter J. Hart
Bridge Engineer

SUBJECT: Foundation Recommendation
Creek Bridge at MP 101.29
Spray-John Day River Section
John Day Highway, FAP 6
Wheeler County

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	Watson
Heger	Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

Location

A replacement structure is presently being planned for the subject site. This structure will be located in proximity to the existing bridge, on the existing roadway alignment, with very little change except for increases in width and possibly length of structure. The creek crossing is located at MP 101.29 of the John Day Highway, FAP 6, 8.5 miles southeast of the City of Spray in Wheeler County, in the NE 1/4 of the NE 1/4 of Section 15, T. 9 S., R. 25 E., W.M.

Structure Site

The creek is an intermittent stream that flows in a southerly direction into the John Day River approximately 400 feet south of the Creek Bridge. The existing structure has a clear span of 19 feet, fabricated from 10 original and 5 auxiliary 6" x 20" timber stringers, 4" x 12" and 2" x 2" timber deck and an asphalt concrete wearing surface. The span is supported on concrete pedestal footings with timber caps and backwalls placed at a 15 degree skew. The Bridge Inspection Report submitted by Herb Shaw, Region 5 Bridge Inspector, dated 1-24-74, indicates that the bridge is structurally sound and that only minor cracking and chipping on the edges of concrete pedestals was observed as a noteworthy detriment.

The Bridge History Record reveals that a great amount of effort has been expended in clearing the channel of debris and due to undermining of some of the pedestals in the year 1953, they had been brought back to grade and masonry rock walls built to maintain the channel.

Foundation Material

Two test borings were made at this bridge location by the Region 5 Geology Section. Refer to the Foundation Data Sheet for actual test hole locations. This report will describe the test holes as defining a soil profile extending diagonally across the existing bridge in a northeast-southwest alignment. The soil encountered at ground surface and continuing 13-15 feet to elevation 1796 is a sandy silt which contains some small angular cobbles quite possibly similar to those that appear in the accompanying photographs. At elevation 1796 a fine sandy silt was encountered in test hole No. 2, located southwest of bridge, that extends for 9 feet. Material of this composition was not encountered in test hole No. 1, therefore, it

appears to be a northerly limit of a wedge of sediments deposited by the John Day River. Due to this wedge of sediments, the top surface of the underlying sand and gravel stratum slopes downward in the direction of stream flow about 8 degrees, from elevation 1796 at test hole No. 1 to elevation 1787 at test hole No. 2. The bottom surface of this stratum is relatively flat, however, at elevation 1764 to 1765 where it contacts a rock formation of tuffs with layers of clay. Approximately 19 feet of this rock formation was penetrated encountering no lower limit.

Foundation Recommendation

This proposed structure could be supported on spread footings at an elevation a minimum of 6 feet below streambed (Elev. 1801) in the sandy silt and small angular cobble stratum which demonstrated a capability of providing 2 tons per square foot in bearing resistance. Riprap protection for the footings will be required, similar to that hereinafter described for vertical abutment walls.

Footing scour is a great concern at this site; therefore, in lieu of spread footings, pile supported bents are recommended.

Displacement pile are not recommended due to the rocky nature of the upper strata, however, steel "H" pile, either HP 10 x 42 at 50 tons resistance per pile or HP 12 x 53 at 70 tons resistance per pile, would be a sound choice for structure support.

The sand and gravel stratum in which the steel "H" pile will acquire the majority of the driving resistance has a medium density in the upper level but becomes very dense at about elevation 1775. Penetration of the pile tips below this elevation is not expected to be more than a foot for an HP 10 x 42 at 50 tons resistance per pile and only slight more (3 feet) for an HP 12 x 53 at 70 tons resistance per pile. Pile tip reinforcement is also recommended.

The following table is an estimate of pile lengths for HP 10 x 42 steel pile driven to 50 tons resistance each with an assumed cut-off elevation of 1809:

Bent Nos.	Assumed C.O. Elev.	Average Tip Elev.	Driven Length
1 and 2	1809	1774	35

This channel is subjected to flash floods that can cause severe streambed degradation and bank erosion. For this reason the Hydraulics Unit has suggested the use of grouted riprap placed on the channel invert through the structure.

The method selected for erosion and scour protection is dependent on the

structure design and in the case of a pile-supported structure need not be as extreme as that suggested by the Hydraulics Unit.

In the case of a pile supported structure with vertical concrete abutment walls and wingwalls, the recommendation is to place a 3' thick blanket of Class 700 loose riprap to form the streambed extending 20' on both the upstream and downstream sides of the bridge. The abutment walls should also be extended to encase the steel "H" piles to the bottom of the riprap blanket. An alternate to this design, due to the remoteness of the site and the possible unavailability of concrete, could be steel "H" pile bents capped with a steel Wide Flange section utilizing a timber or precast concrete slab backwall to retain the roadway fill. In this case the riprap protection should be the same as for vertical concrete abutments with the backwalls extended to the bottom of the riprap blanket.

If a structure is selected that will span a trapezoidal shaped channel, utilizing steel "H" pile bents with steel wide flange or 2'-6" square concrete caps, the entire channel, bottom and side slopes, will require a 3' blanket of Class 700 riprap for erosion protection. The riprap should extend up the slopes to the pile caps and wrap around the fills to the bent lines.

JRM:dh;smd

Note: Use steel pile bents with precast bulkhead planks. If possible split the skew with the wingwalls.

WJH

cc R. W. Ellison
L. L. Wallace
A. C. Harwood
~~C. G.~~ Swenson

8559

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

August 5, 1975

Salem, OR. 97310

SUBJECT: Addendum
Hydraulics Report
Spray-John Day River Sec.
John Day Highway
Grant County

TO: Files

Early in the hydraulic review of the subject project, Dale Allen, Regional Construction Engineer, was contacted to obtain his opinion on whether drainage structures should be designed to handle a 50-year frequency flood or the much larger flash flood peaks. He felt that a 50-year flood peak should be used and that the embankment should be made out of rock in those areas where road overflow could occur during flash floods. After review of the final hydraulics report which gave the size structures needed to handle a 50-year design flood, Dale reviewed each crossing on the ground. As a result, he felt that more weight should be given in the design to conveying flash floods at least to the point that the new facilities would maintain the same waterway area as the existing structures.

We concur with Region that it would be desirable to provide sufficient waterway area to convey flash flood peaks but it should be noted that based on past performance even the existing structures have not been adequate during such events. Therefore, it is felt that even with replacement structures the same size as the existing facilities, road overflow sections should be built out of rock to minimize maintenance following major floods.

Special mention should be given to the Holmes Creek crossing. It has been determined that this drainage does support a small run of steelhead; therefore, fish passage is a consideration. The hydraulics report suggested use of either a 14'x8' RCBC or a bridge spanning a 15-foot wide trapezoidal channel with 2:1 side slopes. The bridge alternate would not change existing condition; however, the box culvert would have to be placed on a 10% grade and would require baffles to allow upstream migration through its 140-foot length. Because of the steep gradient, a separate baffled structure would be required. In addition, the culvert alternate will require a large quantity of Class 2000 riprap at the outlet to protect the channel erosion. In light of this, the box culvert might not be an economical alternate. A cost comparison ~~of estimates~~ should be made.

Bologna Creek is the only other stream inhabited by fish. The suggested bridge opening for this crossing should not alter existing channel conditions.

Attached is a copy of Dale Allen's letter on the drainage design he would like used for each crossing.

Richard L. Lenz
Hydraulics Engineer

By Stephen H. Macnab
Stephen H. Macnab
Asst. Hydraulics Engineer

SHM:jk

cc: Victor D. Wolfe
Walter J. Hart
J. H. Versteeg
Gary Potter
W. E. Schwartz
Jack Davis

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

July 18, 1975

FILE:

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Spray-John Day River Section
John Day Highway

TO: Richard L. Lenz
Hydraulics Engineer
Location Section

Attention: Steve McNabb

S A L E M

Attached are two letters from Bill Hoffman commenting on the proposed Holmes Creek hydraulic study and also the overflow structure at M.P. 105.44. Also attached are original photos of the overflow structure site. Because of the problem of flash floods in this area, I think it would be advisable for someone from your office to review on the ground the numerous proposed structures on this section before a final decision is made on the waterway opening. On a trip to the area last week I made a brief study of the channels and would make these comments:

Proposed structure at 99.91: Because this channel is perched on top of an alluvial fan which is higher than the adjacent farm land, it would seem that we should not reduce the existing opening, due to the possible flooding of cultivated farm land.

M.P. 101.29: Same problem as above to some extent, however, the overflow in the event of plugging up the channel would not cause serious damage.

103.05, Bologna Creek: It would appear to me that we should retain the same span that exists at the present time.

105.44, Overflow structure: I concur that a 72 inch pipe should be installed in place of the bridge and the borrow ditch improved as much as possible to carry any overflow back to the river. One road approach across the borrow ditch complicates this problem to some extent.

Holmes Creek: Due to the extremely steep channel bottom, it may be desirable to construct a structure in place of a box at this location. This would eliminate the proposed trash rack and also the problem of fish migration, as pointed out by Bill Hoffman.

109.40, Fossil Creek; 110.20, Bone Creek; 112.50, Branson Creek: It would appear that a short slab structure a comparable length of the existing structure should be constructed. In lieu of specifying rip-rap around the bridge approaches of these various structures where a new embankment is constructed, it may be less expensive to construct the entire embankment of Class 700 material. There is an abundance of this type of material near these projects.

DDA:je
Attachments

8559

8

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

Robert W. Straub
GOVERNOR

Stafford Hansell
Director

February 12, 1975

RECEIVED
STATE HWY ENGR
FEB 18'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

L. W. Rulien
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Re: Spray-Kimberly
Unit 1 & 2
PNRS #7411 2 130

The State Clearinghouse has received additional comments on the Spray-Kimberly project from the State Soil & Water Conservation Commission subsequent to the issuance of its original sign-off letter of January 16. A copy of these comments is attached for your attention.

A copy of this letter should be forwarded to the federal funding agency as required by OMB A-95.

Sincerely,

William M. Brown
Acting Administrator

WMB:Lm

February 14, 1975

Attachment

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Aeronautics Division
Gary Potter
County-City
B. L. Gifford
D. E. Swan
H. W. Oswald
W. E. Schwartz

PROJECT MANAGEMENT SECTION
ROUTING | ACTION | INFO
P.M. ENGINEER
PROJ. DEV. ENGR.
OFFICE ENGR.
COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS:
FEB 13 1975
BEN GIFFORD
NOTED
MARIE STEPHENS

8559

5

SOIL AND WATER CONSERVATION COMMISSION

LOCAL GOVERNMENT RELATIONS DIV.
FEB 12 1975

20 AGRICULTURE BUILDING • SALEM, OREGON • 97310 • Phone 378-3810

TOM McCALL
GOVERNOR

MEMBERS
JACK H. MADISON, Chairman
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STANLEY R. CHRISTENSEN, McMinnville
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Department of Soil Science, OSU
JOE COX, Corvallis
Director, Extension Service
JAMES W. MITCHELL, Portland
State Conservationist, SCS, USDA

DIRECTOR
BUD F. A. SVALBERG

February 7, 1975

Local Government Relations
240 Cottage S.E.
Salem, Oregon 97310

Units 1 & 2

Re: 7411-2-130
Spray-Kimberly

Gentlemen:

The State Soil & Water Conservation Commission is not in favor of agriculture land being taken out of production and used for highways. At the same time, we recognize the importance of improving the Spray-Kimberly Highway.

The Wheeler SWCD informs us that the location and plans for unit 1 seem satisfactory. In the Unit 2 section at mile post 100 and through Son Hill's property some agricultural land will be taken out of production.

We recommend that the abandoned highway have the asphalt removed, and the highway right-of-way given to Mr. Hill as a trade off for the agricultural land he will lose due to the highway. The abandoned section of highway could become part of an existing irrigated field.

1 Versteeg V
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout

RECEIVED
FEB 25 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep —
Do not File —
Return To
Bring Up
Other

Sincerely,

Bud F. A. Svalberg
Director

REFERRED TO
Board, Reed, Cole, Sample, Erikson, Watson, Hager, Wolfe
Return, Discuss, Do, File Copy, Due...
BY FINAL DESIGN ENGINEER

BFAS
eh

cc Frank Terpin (Swede)

cc: Hi Stevens
Explain this to local SWCD people.

If these jobs are in your section the plans & specs should specify that we remove & stockpile topsoil in fill areas where we have a line change to be used to cover old roadway after it is removed

8559

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon State Highway Division

PROJECT TITLE: Spray-Kimberly, John Day Highway

DATE: January 16, 1975

The state has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

RECEIVED STATE HWY ENGR JAN 22 '75

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☒ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

REFER TO

FOR Info Inves R/D D/R Sign Act Ref.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: January 22, 1975
G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
D. N. Harwell
B. L. Gifford
H. W. Oswald
W. E. Schwartz

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7411 2 130

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

SE.
BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

DEC 6 1974 LOCAL GOVERNMENT RELATIONS DIVISION

PNRS STATE REVIEW

Project #: 7411 2 130 Due Date: NOV 27 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

There is a relatively low probability that archaeological resources may be endangered by construction, and an even lower probability that paleontological resources may also be endangered. An on-the-ground examination is required to determine if the resources do or do not exist.

Agency Oregon State University - Anthropology Dept. 77 By C. Melvin Aikens 12/2/74
Melvin A. Davis, Professor

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LANDS DIVISION

RECEIVED
NOV 15 1974
FISH COMMISSION

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7411 2 130 Due Date: NOV 27 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

(X) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The attached sketch map indicates Units 1 & 2 are far enough away from the John Day River & its tribs. to provide no fishery conflicts if water quality stds. are maintained.

Agency Fish By Burt F. Conner V

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

NOV 2 5 1974

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7411 2 130 Due Date: NOV 27 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - -

REMARKS (Please type or print legibly)

RECEIVED
NOV 15 1974
DIVISION OF STATE LANDS

Agency Lands By Ed Johnson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

ct #: 7411 2 130 Due Date: NOV 27 1974

ency Addressed: If you intend to comment but cannot respond by the n date, please notify us immediately. If no response is received e due date, it will be assumed that you have no comment and the file be closed.

PROGRAM REVIEW AND COMMENT

ate Clearinghouse: We have reviewed the subject Notice and have ed the following conclusions on its relationship to our plans and ams:

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
NOV 15 1974

It has no adverse effect.

We have no comment.

Effects, although measurable, would be acceptable.

.....DNF .....TEMP .....PERM

It has adverse effects.

We are interested but require more information to evaluate the proposal.

Please coordinate the implementation of the proposal with us.

Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

MEASURES SHOULD BE TAKEN TO MINIMIZE DUST + NOISE PROBLEMS IN VICINITY OF MOBILE HOME (NEAR M.P 100).

Agency: DEQ By R. C. A. Simms

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN I. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

January 13, 1975

Mrs. Leslie Lehmann, Coordinator
Local Government Relations Division
240 Cottage Street, SE
Salem, Oregon 97310

Dear Mrs. Lehmann:

Additional details have been worked out between the State Highway Division in John Day and our department pertaining to the Spray-Kimberly (Unit 1-Unit 2) Project #7411 2 130.

The staff has re-examined the project and although increased highway mortality of deer is anticipated we agree that effects, although measurable would be acceptable.

Future projects (Spray-Kimberly, Unit 3-4) will have a greater impact on deer populations and we would at that time like the opportunity to comment.

Sincerely,

Norm Behrens

Norm Behrens, Biologist
Environmental Management Section

cc State Highway Division, Attn: L. W. Rulien
" " " , Environmental Section
Errol Claire
Glen Ward

NB:lo

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
NOV 15 1974
STATE SOIL AND WATER CONSERVATION COMMISSION

DEC 10 1974

PNRS STATE REVIEW

Project #: 7411 2 130 Due Date: NOV 27 1974

SPRAY - KIMBERLY

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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(✓) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We strongly object to including irrigated farmland into highways. Dryland cropland also included in objection. Rangeland could be included in highways. We also want assurance that drain culverts are not drained into fields to cause erosion.

Wheeler SWCD requests more detailed information on this project especially where fields and croplands are concerned. This culvert erosion is also aimed at rangeland.

This is a vital concernt to the SWCD in this waterspout prone area.

Agency Soil & Water By [signature]

8559

1-16-75
cc: G. L. Gree[illegible], FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Aeronautics Div.
Gary Potter
Geo. Hopkins
B. L. Gifford
D. E. Swan
H. W. Oswald
W. E. Schwartz

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DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

January 13, 1975

RECEIVED
STATE HWY ENGR
JAN 16 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

Mrs. Leslie Lehmann, Coordinator
Local Government Relations Division
240 Cottage Street, SE
Salem, Oregon 97310

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Sincerely,

Norm Behrens

Norm Behrens, Biologist
Environmental Management Section

cc State Highway Division, Attn: L. W. Rulien
" " " , Environmental Section
Errol Claire
Glen Ward

NB:lo

BEN GIFFORD
11-1-77

RECEIVED
PROJECT DEVELOPMENT SECTION

8559

8

CLEARINGHOUSE REPORT

To be used by all Clearinghouses, Committees, and agencies.
Please try to complete and send to addressee within one week.

1. Re: /x/ Notice of Intent OMB Program # _____

/ / Environmental Impact Statement Date 12/19/74

/ / Other _____

2. Project: Name Spray-Kimberely (Unit 1-Unit 2)

Location John DayHighway

Applicant Agency State Highway Division

Contact L. W. Rulien Tel. 503-378-6563

3. This report is (check one):

/ / From County Clearinghouse _____

To East Central Oregon Association of Counties
Box 1427, Pendleton, OR 97801

/x/ From East Central Oregon Association of Counties

To Applicant Agency.

OTED
A. E. JOHNS

4. Comments:

( ) Project has no effect in this area and we have no comment.

(x) Project has no adverse effects and we approve.

( ) Project has adverse effects and we disapprove. (See explanation below.)

( ) We require more information (see below).

RECEIVED
STE HWY ENGR
DEC 30 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

12/27/74

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Aeronautics Division
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
H. W. Oswald
W. E. Schwartz

SPLIT
BEN GIFFORD
11-4-74

( ) Further comments: _____

_____

_____

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_____

_____

_____

5. Signed: Robert C. Ewell
Robert C. Ewell, EMS Planner Date 12/19/74
Authorized Agent

For: East Central Oregon Association of Counties
Clearinghouse, Committee, or Agency

116 S. Main, Rm 15, Pendleton, Oregon Tel. 276-6732
Address

8559

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

J. N. PEET
Director

RECEIVED
STATE HWY ENGR
DEC 20 '74
REFER TO
FOR
Dir | Sec | Act | File

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 19 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Return To
Bring Up
Other

December 18, 1974

Mr. L. W. Rulien
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

12-20-74
cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
B. L. Gifford
D. E. Swan
H. W. Oswald
W. E. Schwartz
Aero. Division
J. H. Versteeg
Gary Potter
H. S. Cox

Re: Spray-Kimberly (Unit 1 & 2),
John Day Highway
PNRS #7411 2 130

The purpose of this letter is to confirm the current status of the State Clearinghouse review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. Potentially significant conflicts with the plans and policies of 2 of these agencies were identified. Attached are the comments we received from the State Wildlife Commission and the State Soil & Water Conservation Commission.

You should work closely with Bill Pitney of the Wildlife Commission and Bud Svalberg of the Soil & Water Commission, in an effort to resolve these concerns.

Please contact Leslie Lehmann, Coordinator, State Clearinghouse (378-3732), if you need any assistance.

RECEIVED
DEC 19 1974
PROJECT MANAGEMENT SECTION

Sincerely,

William M. Brown
Acting Administrator

WMB:Lm
Attachments

SEAL
BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEC 1 1 1974
DIVISION

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7411 2 130 Due Date: NOV 27 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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(X) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

This project will have an adverse effect on deer populations by increasing the highway mortality. It is particularly critical along this section of highway because of the heavy deer use made of the adjacent alfalfa fields.

We request that all relocated fences be built to deer proof specifications. The district game biologists (Glen Ward, 676-9195) will be available to assist with the determination of these standards.

This portion of the project will have little effect on fish habitat since the project is not adjacent to the John Day River. However, when the future projects (Spray-Kimberly, Unit 3-4) are ready for review, we would at that time like the opportunity to comment.

Agency Wildlife Commission By William E. Petrey Chief 12/11/74

(Wheeler)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIVISION
DEC 10 1974

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
NOV 15 1974
STATE SOIL AND WATER CONSERVATION COMMISSION

PNRS STATE REVIEW

Project #: 7411 2 130 SPRAY, KIMBERLY Due Date: NOV 27 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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- - - - - - - - - - -

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This is a vital concernt to the SWCD in this waterspout prone area.

Agency Soil & Water By [signature]

8559

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

J. N. PEET
Director

December 4, 1974

RECEIVED
STATE ... ENGR
DEC 6 '74
REFER TO
FOR
ENGR D DIR SEC

Mr. L. W. Rulien
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Re: Spray-Kimberly
Unit 1-Unit 2
PNRS #7411 2 130

This is to notify you that the State Wildlife Commission has requested an extension of review time as allowed by OMB A-95.

We will make every effort to expedite in an attempt to put you to the least possible inconvenience.

Sincerely,

William M. Brown
Acting Administrator

WMB:Lm

cc: December 6, 1974
G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Aeronautics Division
Gary Potter
H. S. Cox
B. L. Gifford
H. W. Oswald
W. E. Schwartz

SENT
BEN GIFFORD
11-4-74

RECEIVED
DEC 5 1974
PROJECT MANAGEMENT SECTION

8559

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 4, 1974

TO Executive Department
Federal Aid Coordination Unit

East Central Oregon Association
of Counties
James Teasdale, Executive
Director
116 S. Main, Room 15
Pendleton, OR 97801

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for F. A. Primary Rural Funds
State Administrative Dist. No. 12
Spray - Kimberly (Unit 1 - Unit 2) Section
John Day Highway
Wheeler County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be December 16, 1974.

BLG:wm
Attachment

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Aeronautics Division
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
H. W. Oswald
W. E. Schwartz

RECEIVED
STATE HWY ENGR
NOV 5 74
REFER TO
FOR
Dist. | Div. | Sign | Act.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	[1-8] PNRS #	[9] CARD TYPE:	Page One

02	[12] APPLICANT: State Highway Division	[45]	[46] DIVISION: Department of Transportation		[79]
03	[12] APPLICANT ADDRESS STREET: State Highway Building	[45]	[46] CITY: Salem	[76] ZIP: 97310	[80]
04	[12] CONTACT PERSON: L. W. Rulien	[45]	[46] AREA CODE: 503 [48] [49] PHONE: 378 [55]	[56] EXTENSION: 6563	[59]
01	[12] PROJECT TITLE: Spray - Kimberly (Unit 1 - Unit 2) Dist. 12				[71]
11	[12] PROJECT LOCATION CITY: John Day Highway	[45]	[46] PROJECT LOCATION COUNTY: Wheeler		[79]
05	[12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): This project involves preliminary engineering, right-of-way acquisition,				[71]
06	[12] grading, paving, structures and incidental work to upgrade the safety				[71]
07	[12] characteristics of this facility. Work is in two areas approx. 1.8 miles,				[71]
08	[12] MP 93.7-95 & MP 99.5-100.				[71]
09	[12] (See attachment for additional information.)				[71]
10	[12]				[71]

12

[12] (A) Grant	[20] (B) Other	[28] (C) State	[36] (D) Local	[44] (E) FUNDS	[52] (F) FUNDS
FEDERAL FUNDS [19]	[27]	NON-FEDERAL MATCHING FUNDS [35]	[43]	OTHER [51]	TOTAL [60]
1,170,000	- -	330,000	- -	- -	1,500,000

13	[12] TYPE OF OTHER FEDERAL FUNDS (See 12B):	[45] [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E):	[79]
14	[12] FEDERAL PROGRAM TITLE: Title 23 USC Highways		[71]
15	[12] FEDERAL AGENCY NAME: U.S. Department of Transportation	[45] [46] FEDERAL SUB-AGENCY NAME: FHWA	[79]

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No
[X] 29	[ ] 30	[ ] 31	[ ] 32	[ ] 33	[ ] 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95

Yes	No
[X] 35	[ ] 36

(E) ENVIRONMENTAL IMPACT

Yes	No
[X] 37	[ ] 38

(F) HOUSING RELOCATION REQUIRED

Yes	No
[ ] 39	[X] 40

(G) ESTIMATED APPLICATION FILING DATE:

[41] MONTH	[43] DAY	[45] YEAR
DECEMBER [42]	16 [44]	1974 [46]

ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: November 4, 1974

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: November 4, 1974

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Primary Rural Program and 1974 State Bond Program

V. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 59
(c) State Senatorial District(s) Number(s) 30

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

REMARKS

17(E) This is a Category 3 Project under the Oregon Action Plan.
A negative environmental statement will be prepared. Additional right-of-way will be required.
Public hearings will be offered.
This project is proposed by Dist. 12, C.O.G. and the State Highway Division.

PROJECT DESCRIPTION: For several years the OSHD has recognized a need to upgrade the 31 mile Spray-Picture Gorge section of the John Day Highway (State Highway 19). The need for improvement is supported by Highway Division studies and concerned local governments. Since upgrading some portions of the highway would constitute a major construction project, it has been proposed that the OSHD request Federal participation in addition to State Bond funds already allocated for the improvement of the section. At this writing, commitment to other highway projects throughout the State precludes reconstructing the Spray-Picture Gorge section in its entirety.

The highway between Spray and Picture Gorge is generally characterized by a series of sharp horizontal curves, some of which exceed 30 degrees. There are also a number of vertical curves that limit sight distance. Pavement, shoulders and bridges are considered to be too narrow and should be widened. Considering the age of the small wooden bridges it may be advantageous to replace them rather than expent funds in a growing maintenance program. The amount of additional right-of-way necessary for highway improvement would vary considerably. Most of the land is in private ownership, however, public land would also be affected. The proximity of the John Day River to the existing highway would probably require channel changes and/or the use of rip-rap at several locations. A preliminary environmental assessment indicated that there are both positive and negative aspects associated with improving the Spray-Picture Gorge section;

1. Highway improvement would provide a safer, more efficient facility.
2. The OSHD would need to acquire additional right-of-way, including irrigated farmland.
3. Temporary river siltation may result from construction activities.
4. Archeological and paleontological resources may be adversely impacted.

5. Visual amenities may be diminished during and after construction. Environmental considerations for the Spray-Picture Gorge section can only be adequately addressed through the preparation of a comprehensive ENVIRONMENTAL IMPACT STATEMENT. There are, however, other considerations.

In recent months the Region 5 office has sought to devise a plan that would maximize the available funds and at the same time improve the highway at locations where the need is considered to be most urgent. Although it is desirable to consider the Spray-Picture Gorge section as a single project, the complexities of construction, mitigative actions and nature of funding dictate otherwise. The OSHD proposed the division of the Spray-Picture Gorge section into several independent projects. The first project selected for study begins about ½ mile south of Spray (M.P. 93.2) and extends southward for a distance of about 8 miles (M.P. 93.2-101.6). The Region 5 office informally refers to this proposed project as the Unit 1-Unit 2 Section.

The Unit 1-Unit 2 Section is perhaps the least complex of those John Day Highway projects proposed for major construction. Although the section has several undesirable horizontal and vertical curves, highway realignment and construction would probably not create a significantly adverse impact on the local environment.

Proposed construction would include a rock cut (M.P. 99.7-101.0), slope flattening, guardrail installation, surfacing and the replacement of three bridges. The basalt taken from the rock cut would be utilized in the manufacture of crushed aggregate. The bridges span intermittent streams which flow westward into the John Day River. The bridges are wooden and vary between 19 and 29 feet in length. No adverse environmental impacts are anticipated in the excavation of the rock cut or the replacement of

bridges. It is conceivable, however, that archeological or paleontological resources are present and could be inadvertently damaged by construction activities.

Land ownership in the project area is both public (BLM) and private. The public lands are sparsely vegetated and best suited for grazing. Some private land has been irrigated for the production of hay crops. The principal source of irrigation water is the John Day River, which is adjacent to the existing highway. Highway realignment would require the acquisition of public and private land. Although the proposed alignment is primarily within undeveloped rangeland, it may be necessary to acquire a small parcel of fallow and irrigated farmland; the estimated total is about two acres irrigation and 8 acres fallow. The acquisition of these lands is not considered to constitute a major action. Although no residence would removed by the new highway alignment, proposed rock crushing activities may generate undesirable noise and dust in the vicinity of a mobile home located near M.P. 100. Air and noise pollution would be decidedly local and of short duration. All excavated materials will be incorporated in highway construction.

The proposed project is presently in the field location stage. Considering the intent of the project and the minimal harm to the existing environment, the Region 5 office suggests a Category III classification as defined in the OSHD Action Plan.

Sketch Map
Spray - John Day Rim
Unit 1 & 2
Wheeler County
John Day Highway.
Scale 1:62500

8559

FORM E-30

PRO 4-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE October 31, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM for George W. Harkin
L. W. Rullen
Project Management Engineer

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the Spray-Kimberly Section, John Day Highway, Wheeler County, concurred in by the FHWA, indicating that the following environmental documentation is appropriate: Negative Declaration.

Project Management classifies this section as a category 3 project. Your authorization for the Location Engineer to proceed with a survey will place this project in the Project Management System with activities henceforth following Action Plan procedures.

Attach.

BLG:ljt

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
Gary A. Potter
R. E. Royer
Gary Sund
H. S. Cox
B. L. Gifford
D. E. Swan
W. E. Schwartz, Region 5
H. W. Oswald, District Engineer

APPROVED
E. S. Hunter
E. S. Hunter
Date 11-1-74

11-1-74.
cc: Rullen

RECEIVED
OCT 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8559

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RF-6(-)
Spray-Kimberly Section
John Day Highway
Project Assessment

DATE: October 18, 1974

In reply refer to: 1041DA.5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached is a copy of the environmental assessment covering a proposed improvement on the Spray-Kimberly section of the John Day Highway.

As indicated in the assessment, this section is an 8-mile portion of a 30-mile proposed improvement of the Spray-Picture Gorge section. Some of the proposed improvements in the other portions of the overall improvement may have sufficient environmental impact to justify an environmental impact statement. Consequently, if the improvement of the Spray-Kimberly section made it necessary to improve the other portions, an environmental impact statement for this section would probably be required. But since it can be improved independently and based on the information submitted with Mr. Rulien's October 14, 1974 letter plus information obtained during our field review, we concur that a negative declaration is appropriate.

William A. Kappus
for G. L. Green

Attachment
Project Assessment

RECEIVED
STATE HWY ENGR
OCT 25 74
REFER TO
FOR
Infa | Inves | R/D | D/R | Sign | Act | File

Copies To Rulien
Potter
10-28-74

RECEIVED
OCT 28 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 9, 1974

A. PROJECT IDENTIFICATION

Name of Project Spray-Kimberly (Unit 1 - Unit 2) (State Highway 19) RF 6(-)
(Section)

Location of Project John Day Highway No. 5
(Highway Name) (Highway No., US - ORE)

(City) Wheeler (County) 5 (Region)

Program (Funding) Unit 1 - $900,000 Unit 2 - $450,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of this project is to upgrade this section of highway to increase its safety.

Origin and History: The OSHD has recognized a need to upgrade this portion of the John Day Highway and has initiated improvements to it (see attachment).

C. DESCRIPTION OF PROJECT

Length 8 miles

Termini M.P. 93.2 - M.P. 101.6

Alignment ☐ New ☐ Existing ☒ Combined

New and existing alignment to be utilized.

CATEGORY
PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Project would require 2 acres of irrigated and 8 acres of fallow farmland.

Typical Section Two 12 foot travel lanes, 4 foot paved shoulders, 6 foot baserock slopes.

Structures 3 wooden bridges to be replaced. (29, 23 and 19 linear feet.)

Characteristics (ADT) Present & Projected): 1973 ADT - All vehicles)

M.P. 95.02 - 200

M.P. 99.62 - 170

Other General Information (or Supplemental information to items)

Rip-rap would be utilized where necessary (adjacent ot John Day River). Materials excavated from proposed cut section (M P. 99.7-101) would be crushed for aggregate. No additional materials would be required.

Project Sketch Map is Attached: [XX] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

It is planned to utilize as much of the existing alignment as possible to alleviate monetary and environmental costs.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [ ] Not Required [ ] Required [XX] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [XX] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Topography - Steep-sided canyon cut into John Day Fm. Small alluvial benches irrigated and farmed.

Vegetation - Shrub-steppe communities. Big sage (Artemisia tridentata), juniper (Juniperus occidentalis), created wheat (Agrpyron), cheat grass (Bromus tectorum).

Water Features - John Day River adjacent to existing and proposed alignment. No permanent streams cross the highway.

Natural Resources - Scenery. Fossils. Possible archeological sites. Whiptail lizard.

No critical concern. Short term impacts related to construction activities (i.e., crushing, possible stream siltation, inconvenience, etc.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The area has a rural land setting, and land is used primarily for grazing. There is also irrigated and fallow acreage (hay crops). Land ownership is in public (BLM) and private hands.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   Small pieces of BLM and private land to include about 2 acres of irrigated land and 8 acres of fallow land.

   Consequences:

   The impact on the farmer is probably not significant, however, this needs to be investigated.

2. Estimated Changes in Traffic Patterns:

   None.

   Consequences:

3. Estimated Changes in Land Use:

   Not-significant.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   May temporarily eliminate one red-tailed hawk nest.

   Consequences:

   Not significant.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   It is conceivable that archeological or paleontological resources are present and could be inadvertently damaged by construction activities. There could be some temporary blight due to construction.
   Consequences:

   Potential loss or historical resources.

6. Preliminary Identification of Areas of Critical Environmental Concern:

No critical concern. Short term impacts related to construction activities (i.e., crushing, possible stream siltation, inconvenience, etc.).

7. Potential for Controversial Issues:

No foreseeable problems.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- [ ] Draft EIS
- [ ] Final EIS
- [ ] Supplemental Draft EIS
- [ ] Supplemental Final EIS
- [ ] Section 4(f)
- [X] Negative Declaration
- [ ] State-Wide Negative Declaration
- [ ] Other _____

PROJECT DESCRIPTION: For several years the OSHD has recognized a need to upgrade the 31 mile Spray-Picture Gorge section of the John Day Highway (State Highway 19). The need for improvement is supported by Highway Division studies and concerned local governments. Since upgrading some portions of the highway would constitute a major construction project, it has been proposed that the OSHD request Federal participation in addition to State Bond funds already allocated for the improvement of the section. At this writing, commitment to other highway projects throughout the State precludes reconstructing the Spray-Picture Gorge section in its entirety.

The highway between Spray and Picture Gorge is generally characterized by a series of sharp horizontal curves, some of which exceed 30 degrees. There are also a number of vertical curves that limit sight distance. Pavement, shoulders and bridges are considered to be too narrow and should be widened. Considering the age of the small wooden bridges it may be advantageous to replace them rather than expent funds in a growing maintenance program. The amount of additional right-of-way necessary for highway improvement would vary considerably. Most of the land is in private ownership, however, public land would also be affected. The proximity of the John Day River to the existing highway would probably require channel changes and/or the use of rip-rap at several locations. A preliminary environmental assessment indicated that there are both positive and negative aspects associated with improving the Spray-Picture Gorge section;

1. Highway improvement would provide a safer, more efficient facility.
2. The OSHD would need to acquire additional right-of-way, including irrigated farmland.
3. Temporary river siltation may result from construction activities.
4. Archeological and paleontological resources may be adversely impacted.

5. Visual amenities may be diminished during and after construction. Environmental considerations for the Spray-Picture Gorge section can only be adequately addressed through the preparation of a comprehensive ENVIRONMENTAL IMPACT STATEMENT. There are, however, other considerations.

In recent months the Region 5 office has sought to devise a plan that would maximize the available funds and at the same time improve the highway at locations where the need is considered to be most urgent. Although it is desirable to consider the Spray-Picture Gorge section as a single project, the complexities of construction, mitigative actions and nature of funding dictate otherwise. The OSHD proposed the division of the Spray-Picture Gorge section into several independent projects. The first project selected for study begins about ½ mile south of Spray (M.P. 93.2) and extends southward for a distance of about 8 miles (M.P. 93.2-101.6). The Region 5 office informally refers to this proposed project as the Unit 1-Unit 2 Section.

The Unit 1-Unit 2 Section is perhaps the least complex of those John Day Highway projects proposed for major construction. Although the section has several undesirable horizontal and vertical curves, highway realignment and construction would probably not create a significantly adverse impact on the local environment.

Proposed construction would include a rock cut (M.P. 99.7-101.0), slope flattening, guardrail installation, surfacing and the replacement of three bridges. The basalt taken from the rock cut would be utilized in the manufacture of crushed aggregate. The bridges span intermittent streams which flow westward into the John Day River. The bridges are wooden and vary between 19 and 29 feet in length. No adverse environmental impacts are anticipated in the excavation of the rock cut or the replacement of

bridges. It is conceivable, however, that archeological or paleontological resources are present and could be inadvertently damaged by construction activities.

Land ownership in the project area is both public (BLM) and private. The public lands are sparsely vegetated and best suited for grazing. Some private land has been irrigated for the production of hay crops. The principal source of irrigation water is the John Day River, which is adjacent to the existing highway. Highway realignment would require the acquisition of public and private land. Although the proposed alignment is primarily within undeveloped rangeland, it may be necessary to acquire a small parcel of fallow and irrigated farmland; the estimated total is about two acres irrigation and 8 acres fallow. The acquisition of these lands is not considered to constitute a major action. Although no residence would removed by the new highway alignment, proposed rock crushing activities may generate undesirable noise and dust in the vicinity of a mobile home located near M.P. 100. Air and noise pollution would be decidedly local and of short duration. All excavated materials will be incorporated in highway construction.

The proposed project is presently in the field location stage. Considering the intent of the project and the minimal harm to the existing environment, the Region 5 office suggests a Category III classification as defined in the OSHD Action Plan.

Sketch Map
Spray - John Day River
Unit 1 & 2
Wheeler County
John Day Highway
Scale 1:62500

8559 Spray-Kimberly Section of 1977
Com. Dly Highway
(Grading, paving & structure)

CONFIDENTIAL

8559

2-77

ARCHAEOLOGICAL SURVEY OF THE PROPOSED IMPROVEMENT OF UNITS 1 AND 2, SPRAY-KIMBERLY SECTION OF THE JOHN DAY HIGHWAY, WHEELER COUNTY, OREGON

Contract between

Highway Division
Oregon State Department of Transportation

and

University of Oregon
Museum of Natural History

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Highway Division Personnel Only
DO NOT DISTRIBUTE OR DUPLICATE

by

Richard M. Pettigrew

and

David L. Cole

Museum of Natural History

Eugene, Oregon

February 1977

MNH Survey Report 77-5

ARCHAEOLOGICAL SURVEY OF THE PROPOSED IMPROVEMENT OF UNITS 1 AND 2, SPRAY-KIMBERLY SECTION OF THE JOHN DAY HIGHWAY, WHEELER COUNTY, OREGON

INTRODUCTION

An archaeological survey of the proposed improvement of Units 1 and 2, Spray-Kimberly Section of the John Day Highway (OR 19) in Wheeler County, Oregon, was conducted under a contract between the Highway Division of the Oregon State Department of Transportation and the University of Oregon Museum of Natural History (MNH). The purpose of the survey was to determine if there were archaeological resources that would be affected by the construction.

Richard M. Pettigrew, Research Associate and Survey Archaeologist for Highways, MNH, searched records and literature, surveyed the project area and drafted this report. David L. Cole, Curator of Anthropology, MNH, and Principal Investigator for the Highway Division contract, edited this report, wrote the section on paleontology and concurs with the recommendations.

The project was surveyed on September 8, 1976. The areas surveyed were those indicated by the Project Environmental Assessment for the project (OSHD 1974), and the construction route was followed with the aid of a detail map, scale 1"=100'; the project plans, scale 1"=200'; and two aerial photographs, provided by the Highway Division. Map 1 in this report is from the project plans.

To determine what archaeological resources might be expected in the project area, the Oregon Archaeological Survey files of MNH were searched for information of site locations and previous surveys. Library references were examined for historic and ethnographic accounts of aboriginal use. The paleontological locality files of MNH were searched to see if fossil localities might be affected by construction.

THE SETTING

The proposed highway project is an improvement of a 2.2 mile section in Unit 1 (highway station 52 + 00 to 165 + 50; MP 93.3 t0 95.5), and a 1.6 mile section in Unit 2 (station 1068 + 50 to 1148 + 50; MP 99.7 to 101.3), on the John Day Highway (OR 19) along the John Day River between Spray and Kimberly, in Townships 8 and 9 South, Range 25 E. (cf. Map 1) The terrain covered in the right-of-way varies in elevation from 1760 to 2000 feet above sea level. The project includes realignment and widening of the roadway, replacing three wooden bridges, and placement of rip-rap along the bank of the John Day River. At one place, between stations 1097 and 1100, the project involves cutting through a high basalt ridge.

Map 1. LOCATION OF THE PROJECTS.

In the project vicinity, the John Day River has cut a path through the Columbia River Basalt Formation (age approximately 20 million years) into the underlying John Day Formation (age approximately 30 million years), a world-famous fossil-bearing deposit (Baldwin 1964:101-103), and flows through a rather narrow valley that occasionally widens into a broader floodplain filled with Recent alluvium (estimated age less than 11,000 years). Average annual precipitation is low in the area, amounting only to about 30 cm. Heavy rainfall and rapid runoff frequently is responsible for localized flash floods and severe erosion. The region is characterized by Franklin and Dyrness (1973:45) as Shrub-Steppe, with sagebrush (Artemisia tridentata) dominating the plant community. Other common plants in the area include Juniper (Juniperus occidentalis), Wheat (Agropyron), and Cheat Grass (Bromus tectorum (OSHD 1974).

ETHNOGRAPHIC BACKGROUND

The identity of the people who lived in or used the upper John Day Valley has been a problem in the ethnography of Oregon. Apparently drawing only upon the writings of Teit (1928), Berreman (1937) places the area within the aboriginal territory of the Cayuse, whose population center is said to have been on the Grande Ronde River approximately 100 miles to the east. No other authority extends Cayuse territory this far to the west.

Verne F. Ray, in an early paper (Ray 1936), includes the Spray-Kimberly portion of the John Day Valley, as well as the area upstream as far as Picture Gorge, in the territory of the Umatilla, but indicates no village sites in the area. In a later paper (Ray and Others 1938), Ray modifies his view somewhat, placing the boundary between the Tenino on the west and the Umatilla on the east in the neighborhood of Kimberly. He suggests that the entire drainage area of the North Fork John Day River was in Umatilia territory. Ray believes, however, that, prior to the early 19th century, before the introduction of firearms in Columbia River commerce, the boundary between the territories of the Sahaptin peoples of the Columbia River on the north (Cayuse, Umatilla and Tenino) and the Paiute on the south was the divide between the drainage area of the creeks flowing north into the Columbia River and the drainage area of the John Day River. Thus, the John Day Valley in the vicinity of the Spray-Kimberly project area would have been occupied by Paiute groups prior to 1800.

G. P. Murdock (in Ray and Others 1938) also discusses the aboriginal territories of the John Day River at the time of contact. He places the "Hunipui Eaters," a Paiute group, in the upper John Day Valley as far downstream as Picture Gorge, with Umatilla territory extending downstream from there as far as Clarno,

where Tenino territory begins.

The most recent discussion of the problem is that presented by Suphan (1974a, 1974b), who uses information previously reported by Ray, Murdock, Berreman, Stewart (1939), and others, and the journals of early explorers, as well as unpublished data, to determine the territories used by the Wasco, Tenino, Umatilla, Walla Walla, and Cayuse. Suphan concludes that the territory upstream from Clarno on the John Day River was not very important to Tenino economy, but they may have used it occasionally. The valley upstream from Picture Gorge was used most intensively by Paiute groups, although the Umatilla and Cayuse claim to have used sites in that area for hunting and fishing.

Thus it appears that the John Day Valley between Spray and Kimberly was most likely used by several different aboriginal groups, and that, if there was a resident population, it was not very large. Archaeological sites in the vicinity of project area, then, may have been used by either Sahaptin or Paiute people, or by both, and they are most likely to be seasonal camp sites.

PREVIOUS ARCHAEOLOGICAL WORK IN WHEELER COUNTY

In the Oregon Archaeological Survey files of MNH there are no recorded sites within three miles and only three sites within six miles of the project area. This apparently low density of sites in the project vicinity may be the result of a lack of previous archaeological investigation in the area rather than an actual absence of habitation sites.

Archaeological investigation in Wheeler County began in 1938 with a cursory survey of the area by the University of Oregon (Krieger 1938). The next archaeological survey in Wheeler County was in 1967, when James Riggs began a survey of the Pine Creek watershed in connection with an archaeological program at Camp Hancock, a youth camp established by the Oregon Museum of Science and Industry (OMSI). In 1968, Brian Gannon took over the OMSI program, and continued the survey (Gannon 1970, 1975). Other surveys conducted recently include a survey in February, 1976, of Bear Hollow Park south of Fossil by Richard M. Pettigrew; a survey in the spring of 1976 of the John Day National Monument by Wilbur A. Davis of Oregon State University; and a general survey of John Day Valley by Michael Polk for the Bureau of Land Management. As a result of these surveys, most of the sites known in Wheeler County are located in the northwestern quadrant of the county.

The first archaeological excavation in Wheeler County was in 1946, when University of Oregon crews under the direction of Dr. L.S. Cressman excavated Butte Creek Cave and several other sites in the drainage area of the John Day River

(Cressman 1950). Excavations since that time have been limited to the OMSI program, in which at least four sites have been excavated (Gannon 1970, 1975 and personal communication).

Of the sites discovered so far in the John Day Valley, most are located on terraces overlooking tributary streams rather than on terraces or banks of the John Day River itself. This could be the result of alluviation and erosion of sites by the river, or of the aboriginal settlement pattern, or a combination of both. It suggests that the places in the project area where sites are likely to be found are those locations where the highway right-of-way crosses tributary streams.

SURVEY PROCEDURE

The project area was covered by walking the marked right-of-way and the area indicated as the stockpile location, paying close attention to adjacent features that might indicate potential for archaeological sites. The unmodified areas of the right-of-way were examined quite intensively, and all observed aboriginal cultural debris was recorded. In most places the soils were visible, but in two areas the ground was covered by vegetation so that the soil could not be seen. These were between highway stations 75 and 85, where high cultivated grass covered the ground, and between stations 1077 and 1088 on the west side of the present roadway, where the ground was blanketed by low-growing cultivated plants. No archaeological materials were collected and no test holes were dug because state and federal antiquities permits must be obtained to do so.

RESULTS

No archaeological sites were discovered during the survey though a single flake of cryptocrystalline silica was noted at highway station 101. This should not be construed to mean that the area was not used or inhabited by aboriginal peoples. It means that we did not identify archaeological remains that will be disturbed by construction activities associated with the proposed highway.

RECOMMENDATIONS

Since there were no sites identified in areas affected by the project, there is no necessity for taking action to mitigate the impact upon known sites. Because of the continuing potential for archaeological resources in the area, however, it is possible that, during the removal of vegetation and soil by construction, sites may be exposed that unavoidably escaped notice during the survey. Such a circumstance is covered by Section 105.13, Standard Specifications for Highway Construction (Oregon Transportation Commission 1974), which stipulates that archaeological

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finds uncovered during construction be adequately recorded or preserved before they are destroyed. The following recommendation is made to implement this provision:

In the event that possible archaeological remains are discovered during construction, construction activities should be halted at the site of the discovery and personnel at the Museum of Natural History should be contacted for further instructions.

There are four places where archaeological sites might be found during construction. All are places where the right-of-way crosses major stream channels. They include the following intervals: stations 75 to 85, 160 to 166, 1075 to 1085, and 1140 to 1148. Our current information about archaeological sites in the region is that chips and artifacts of colored cherts and black obsidian, as well as grinding stones, cobble tools, and fire broken rocks probably will be seen if a site is present.

PALEONTOLOGICAL LOCALITIES

The John Day Basin is world renowned for its paleontological sites or "Fossil Beds", where faunal and floral remains of the Eocene and Miocene epochs have been the subject of scholarly research since the mid- 19th century. Over 60 fossil localities, within 20 miles of the project area, are recorded in the paleontological locality files of MNH. None of the sites are within one mile of the proposed highway project. However, Miocene deposits do occur in the Spray-Kimberly area and excavations into these deposits could expose fossil materials particularly in that area where a road cut will be made through a basalt ridge. If fossil bones, petrified wood or shale or chalk-like deposits containing plant remains are exposed during excavations, they should be collected and sent to the Museum of Natural History, University of Oregon, for identification and recording. Information about where they were found and a description of the deposit should be included. If there are concentrations of fossilized bones [e.g., ten bones per cubic foot of deposit, or several large bones] construction at the site of discovery should be halted and personnel at MNH should be contacted for further instructions.

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8560 Rock Creek Section of Willamina-Sheridan Highway (Grading, paving & structure) 1977

8560

8

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8560

Salem, Oregon

April 16, 1979

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: Rock Creek Section
FAP No. RS-124(2)
Contract No. 8560
Recomputed Price Adjustment for
Non-Spec. A.C. Mixture

The price adjustment for non-spec. Class "B" or "C" mixture has been recomputed in accordance with our March 1978 agreement with the FHWA:

Bid Item	Amount P.A. #4	Recomputed Amount
#55 - Class "B" or "C" A.C. Mixture	$532.35	$779.23

The difference in amounts is $246.88. The amount to be credited to the project on a nonparticipating basis is $123.44.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
C. O. Fredrickson
Warren E. Mueller
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
APR 18 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8560

157

COUNTY-CITY SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

SUBJECT: Tentative Abandonment

To:
- ____ Region # 2 Engineer
- ____ District Engineer
- ✓ Design Section Office Unit
- ____ Parks Section Planning Unit
- ____ Right-of-way Section, Salem Office Unit
- ____ Right-of-way, Region # 2
- ____ Parks Section Recreational Trails Coordinator

This office proposes to abandon a portion of old alignment of the Rock Creek Section of the Willamina-Sheridan Highway, No. 157 in Yamhill County, to the abutting property owners approximately as shown on the attached map, colored in brown.

See R/W Drawing 98-14-17

It is requested that your office indicate below whether or not the subject section is clear for such abandonment.

- ☐ Clear for abandonment
- ☒ Not clear for abandonment

REMARKS Question abandoning to owner. Appears the Bowman property would be landlocked. 7-24-78 2 O.K.

By Donald L Rant

Date 7-21-78

NOTE: Please return completed form to County-City Section, Salem.

#8560

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: July 19, 1978

FROM: Virgil A. Boyd
Administrative Services Coordinator

SUBJECT: Bond Funds

In order to charge the proper amount of Bond funds to District 3, the following actions were taken.

The Rock Creek Bridge Section of the Willamina-Salem Highway in Yamhill County was selected to be constructed with 100% Bond funds. This project was mistakenly financed with Federal Aid and matched with Bond funds. The total cost of the project is $353,000. In order to correct this error, it was decided to take the following steps:

1. Change the coding on the Rock Creek Bridge Section from Bond match to State match. (Duane Ridings will make this change in coding)

2. Transfer $353,000 of the State financed Bellevue-McMinnville project to Bond funds. (Benny Vaughn will make this transfer)

VB:lml

81-125-1387

8560

June 14, 1978

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On June 7, 1978, we wrote to you concerning release of final payment on Contract No. 8560 awarded to Roy L. Houck Construction Co. for work on the Rock Creek Section of the Willamina-Sheridan Highway in Yamhill County.

Final payment on this contract is $467.65 and the total contract amount is $286,317.70. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Roy L. Houck Construction Co.
2705 Lancaster Drive N.E.
Salem, OR 97303

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97302

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 1, 1978

FROM: R. D. Church for
C. T. Keasey, Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8560 , Work Completed 12-5-77

Project Rock Creek Section

Highway Willamina - Sheridan

County Yamhill

Type of Work Grading, Paving and Structure

Contractor Roy L. Houck Const. Co.

Recommended Acceptance Date 6-5-78

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:pln

cc: Walter Hart
R. D. Church

Letter sent to surety by Karen on 6/7/78.

APPROVED
STATE HIGHWAY ENGINEER
Date 6/6/78

RECEIVED
STATE HWY ENGR
JUN -5'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

8560

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS 124(2)

STATE PROJECT NO.: See below

COUNTY NAME: Yamhill

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70203

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
6-1-77	12-23-77	Secondary 124
		STATE ROUTE NUMBER: Secondary 157

GENERAL LOCATION:
"Rock Creek Section"

GENERAL DESCRIPTION OF WORK:
"Barricade old roadway at Creek bank"

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION - PROCEED ON [redacted] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-23-77 as requested in Mr. Keasey's letter of 3-1-78 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 2 at a total estimated cost not to exceed $1150.00 Federal Funds $1000.00.

NOTED
F. B. KLABOE
3-8-78

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-8-78	G. K. Hoesmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8560 157

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 22, 1978

FILE:

W.E. Cole

FROM: W. E. Cole
Design Engineer Supervisor

TO: Memo To The Files

SUBJECT: Rock Creek Section
Willamina-Sheridan Highway
Yamhill County

Construction Narrative Report

After reading Warren Mueller's construction narrative report it would appear our assumption that a Multi Plate Arch Pipe would not be competitive for Alternate "B" was wrong. The contractor substituted a Syro Steel Co. Multi Plate Arch, a non-propriety item in place of a propriety item (Armco Super Span) and realized a savings of $6,300.00.

On future projects of this kind we should more thoroughly research the industry before limiting Alternates.

WEC:ab
cc: Warren Mueller
Walt Hart
Jack Sullivan

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 22 1978
ENGINEERING SECTION

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Action

M E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON 97310

REFERRED TO
Board — Dorn
Cole — Sample
Eriksen — Watson
Hager — Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Rough Draft a reply

DATE DECEMBER 23, 1977

TO C.O. FREDRICKSON
REGION II ENGINEER

FROM WARREN E. MUELLER
RESIDENT ENGINEER

SUBJECT ROCK CREEK SECTION
WILLAMINA-SHERIDAN HWY.
YAMHILL COUNTY
CONTRACT # 8560
F.A.P. RS-124(2)
PROJECT NARRATIVE

Versteeg
Christensen DSC
George
Olson
Terpin
Sullivan Copy
Scott
Savage

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FEB 09 1978
ENGINEERING SECTION

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The preconstruction conference was held on June 30, 1977. Present at the meeting were representatives of Houck Construction Company, the general contractor for the job, ODOT, and the various utility companies that had facilities in the construction area. PGE was advised that some poles would have to be moved. There were no conflicts between the project and the facilities of Northwest Natural Gas and U.T.S..

The contractor was informed that staking would begin as clearing progressed enough to do so. The contractor stated that temporary signing would be installed as per the plans.

The contractor also stated that he would give the state a credit of $6300.00 if he were allowed to substitute SYRO Steels multi-plate culvert in place of the specified superspan. We informed him that we would process his request through channels.

The contractor planed to obtain fill material from the old Willamina Brick Plant. He planed to have the entire project ready to pave by fall.

The contractor was undecided on an aggregate source, and would do his own paving if successful in obtaining the bid for the West Salem Project.

On July 6 the contractor moved in with equipment, and began putting up the temporary signing.

On July 7 the change from Super Span to SYRO Multi-plate was approved and the order was placed for the culvert.

On July 13 it was discovered that the permit for Willamina Brick allowed them to take material for the production of bricks, but did not allow them to sell the clay for fill.

On July 14 I met with Craig Greenleaf, Yamhill County Planner and Roy Houck at Willamina. Craig allowed a variance calling it reclamation of the old brick works.

The contractor began clearing and grubbing on July 8. This operation had progressed enough to allow us to begin staking on July 13. Most of the clearing was completed by July 15, except for disposal of material. The public was allowed to get firewood from the disposal pile.

The contractor began excavation of the channel change on July 19, also completed was the structural excavation for the arch pipe. : The contractor excavated below flow line of the pipe to reach firm sandy material. The excavation varied from approximately 6" at one end of the pipe to about 3' at the other end. On July 28, 29 the contractor hauled in select granular material to backfill the pipe excavation. The material was 1½"-0 crushed rock.

The contractor began hauling in fill material from the site in Willamina on August 1, and continued until August 11. They stockpiled the extra material on the fill to complete the fill over the arch pipe.

Houck received the material for the structural plate arch pipe on August 5, and began assembly of the pipe on August 16. The pipe assembly was completed on August 23, completion of torquing the bolts on August 26. They began the backfill of the structural plate pipe on August 24 using two dozers and a vibrating sheepsfoot roller. The pipe backfilling was completed on September 1.

The excavation and forming of the pipe headwalls was begun on September 6, and concrete was placed in one on September 7 and the other on September 9.

The contractor began hauling and placing class 50 rip rap in the channel change on September 12 and completed the operation on September 14. This concluded all channel change work in the creek.

On September 14, 15, 16 the contractor fine graded the subgrade and prepared to pave the project. He had planed to begin on September 19, but rain made it impossible. The subgrade did not dry out enough to permit refine grading until October 5. During this period one of the property owners on the project stated that he would prefer we not build his road approach at sta. 75+07 lt. which we then deleted. During this rainy period it became apparent that it would be wiser, due to drainage of the area, not to abandon the pipe at sta. 64+15; but to extend it so it would drain the ditch, on the right side of the road, which is the recipiant of the water draining from the Taylor Lumber Company yard.

The fine grading was completed on October 5 and the paving began from the beginning of the project o approximately sta. 75+00 on October 6. The base lifts were completed on October 12 from the beginning of the project to sta. 75+00. On October 12 we switched traffic over to the new portion of roadway, and began paving on the section from sta. 75+00 to the end of the project. The old roadbed excavation was bugun on October 13 and the material was used to build the road connection at sta. 66+67. Removal of the old bridge began on October 17 and was completed October 24. The paving operation was finished on October 26.

The State striping crew came in on October 26 and painted center line and two fog stripes through the project. They returned October 27 and repainted these stripes and completed oall the striping.

The contractor hauled in and placed shoulder aggregate on October 27 and completed placing and shaping on October 28. Also completed all general cleanup and finishing slopes and preparing for the seeding and mulching. The seeding and mulching and planting of trees was done on November 10 and 11. Guard rail was installed November 16 and 17 including the delineators. The reflectors were installed December 5.

WEM/DO/DMB/db

cc: file

prefix 136-1074

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON 97310

DATE DECEMBER 20, 1977

TO JOHN W. SHELDRAKE
REGION II ENGINEER

FROM WARREN E. MUELLER
RESIDENT ENGINEER

SUBJECT ROCK CREEK SECTION
WILLAMINA-SHERIDAN HIGHWAY
YAMHILL COUNTY
CONTRACT 8560
FAP RS-124(2)
STATEMENT OF OVERRUNS AND UNDERRUNS

ITEM	ORIGINAL AMOUNT	SEMIFINAL EST.	% OVER	% UNDER
CONTRACT BID ITEMS	306,694.00	293,332.52		4.357
PERMANENT PAVEMENT STRIPING	1,000.00	1,500.00	50.00	
PERMANENT SIGNING	500.00			100.00
TEMPORARY PAVEMENT STRIPING	20.00			100.00
REMOVE PAVEMENT STRIPING (EXISTING & TEMPORARY)	200.00			100.00
FURNISH MAILBOX POSTS	350.00			100.00
ADJUST 4"TILE (STA. 63+28 RT.)	100.00			100.00
CONTINGENCIES	13,988.88			100.00
ENGINEERING	27,977.76	38,688.66	38.28	
TEMPORARY EROSION CONTROL	2,000.00			100.00

#	ITEM	UNIT	ORIGINAL AMOUNT	FINAL QUANITY	% OVER	% UNDER
40	MOBILIZATION	LS	100%	100%		
41	TEMPORARY PROTECTION & DIRECTION TRAFFIC	LS	100%	100%		
42	TEMPORARY SIGNS	SQ.FT.	156	188	20.51*	
43	TEMPORARY BARRICADES	EA	11	11		
44	TEMP CONT RAIL TRAF BARR REFLECTORIZED	LIN.FT.	200	212.5	6.25	
45	FLAGMEN	HOUR	600	425		29.1667*
46	CLEARING & GRUBBING	LS	100%	100%		
47	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	100%	100%		
48	DITCH EXCAVATION	CU.YD.	190	16.4		91.3684*
49	GENERAL EXCAVATION	CU.YD.	2350	2022.4		13.9404*
50	EMBANKMENT IN PLACE	CU.YD.	18370	22235.5	21.04*	
51	TRENCH EXCAVATION	CU.YD.	21	47.8	127.62*	
52	FINISHING ROADBED AND SLOPES	LS	100%	100%		
53	WATERING	M-GAL	170	000		100.0000*
54	AGGREGATE SHOULDERS	TON	800	734.72		8.16
55	CLASS B OR C ASPHALT CONCRETE MIX	TON	5820	5869.17	0.845	
56	ASPHALT CEMENT	TON	380	371.13		2.33
57	12-INCH CULVERT PIPE	LIN.FT.	200	227	13.50*	
58	GUARD RAIL TYPE 2A	LIN.FT.	650	663	2.00	
59	GUARD RAIL ANCHORS TYPE 1	EA	4	4		
60	RAIL END PIECES TYPE C	EA	4	4		
61	EXTRA FOR ASPHALT APPROACH	EA	10	9		10.00*
62	LOOSE RIPRAP CLASS 50	CU.YD.	280	328.2	17.214*	

* See page 4

#	ITEM	UNIT	ORIGINAL AMOUNT	FINAL QUANITY	% OVER	% UNDER
63	DELINEATORS	EA	34	35	2.941	
64	SETTING MAILBOX POSTS	EA	13	2		84.6154*
65	ROADSIDE SEEDING AND MULCHING	ACRE	3	2.8		6.6667
66	FURNISHING & PLANTING TREES	EA	40	41	2.50	
67	BRIDGE REMOVAL WORK	LS	100%	100%		
68	STRUCTURE EXCAVATION	CU.YD.	2350	1385.65		41.0362*
69	STRUCTURE EXC BELOW ELEV SHOWN	CU.YD.	235	000		
70	STRUCTURAL CONCRETE	LS	100%	100%		
71	REINFORCEMENT	LS	1005	100%		
72	20'-2" x 11'-11" SUPER SPAN PA 1	LIN. FT.	133	133		
73	GRANULAR BACKFILL	CU.YD.	2200	356.35		83.8023*

* See page 4.

PRICE AGREEMENT # 1	Substitute structural plate for super span	$6,321.00	credit
# 2	Document use of Taylor Lumber Sales automatic printing scale	no charge	
# 3	Document deletion of driveway	no charge	
ST. FORCE ORDER # 1	Permanent pavement striping	1,500.00	
# 2	Barricade old roadway at creek bank	1,150.00	

#	ITEM
42	Temporary signs - overrun 20.51%, all required.
45	Flagmen - underrun 29.17%, less needed than anticipated.
48	Ditich excavation - underrun 91.37%, the elimination of the road approach at sta. 75+07 left reduced the required ditching as water was not trapped behind the proposed fill.
49	General excavation - underrun 13.94%, no changes, all required.
50	Embankment in place - overrun 21.04%, no changes to plan other than elimination of road approach at sta. 75+07 left. More material required than estimated.
51	Trench excavation - overrun 127.62%, cross pipe at sta 65 was shown to be abandoned, but it was the only pipe available to take water across the highway, therefore it was extended and the depth of the pipe caused the quantity to overrun.
53	Watering - underrun 100%, due to rain none was required.
57	12"culvert pipe - overrun 13.50%, extension of cross pipe at sta. 65 (see BI # 51)
61	Extra for asphalt approach - underrun 10.00%, approach at sta. 75+07 left eliminated.
62	Loose rip rap class 50 - overrun 17.21%, as per plans, all required.
64	Setting mailbox posts - underrun 84.62%, only two mailbox posts required moving.
68	Structure excavation - underrun 41.04%, changerfrom super span to multiplate culvert reduced the required excavation.
73	Granular backfill - underrun 83.80%, multiplate does not require granular backfill to completly embed pipe. (see BI # 68)

8560

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ROCK CREEK		WEEK ENDING: NOVEMBER 18, 1977
		SECTION PREFIX: 136-1074
HIGHWAY: WILLAMINA-SHERIDAN		COUNTY: YAMHILL
NAME OF JOB: ROCK CREEK	KIND OF WORK: GRADING, PAVING AND STRUCTURE	
CONTRACTOR: ROY L. HOUCK CONSTRUCTION	CONTRACT NUMBER: 8560	FEDERAL AID PROJECT NUMBER: RS-124(2)
DATE OF CONTRACT: JUNE 27, 1977	DATE WORK STARTED: JULY 6, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 275	CALENDAR DAYS USED 131
PROJECT AUTHORIZATION: $ 352,830.64	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 48
EXCLUSIVE OF ENGINEERING: $ 324,852.88	ENGINEERING AUTHORIZATION $ 27,977.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 324,852.88	ENGINEERING COST TO DATE $ 31,610.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 113 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100		101	5869		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.4				0.4
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.4				0.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)	20741				5820
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	17000				5869
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

2 trucks, 1 compressor, 1 punch

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	rain	125		
MONDAY 14	rain	126		
TUESDAY 15	cloudy	127		
WEDNESDAY 16	cloudy/showers	128		
THURSDAY 17	cloudy/showers	128		
FRIDAY 18	cloudy	130		
SATURDAY 19	cloudy (est.)	131		

Routing
Richards
Glenn
Berg
Church
Gebauer
Widmer

NOV 21 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	Installed guard rail posts.
THURSDAY	Put up rail and end pieces set guide posts.
FRIDAY	~~XXXXXXXXXX.~~ Remove Temp. Guard Rail and construction Signing Job Complete except for Equipment removal ~~XXX~~ Final Report XXXX
SATURDAY	

REMARKS

JOB STATUS: clearing and grubbing complete.
channel change excavated and riprap placed.
culvert in and headwalls poured.
roadway fill complete.
shoulder rock placed.
tree planting and seeding and mulching done.
guard rail has been placed and delineators up.

NEXT WEEK: install reflectors on delineator posts.

SIGNED Warren E. Mueller LOCATION SALEM

WARREN E. MUELLER RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP°F216

8560

9

OREGON STATE HIGHWAY DIVISION

October 11, 1977

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland District, Corps of Engineers
P. O. Box 2946
Portland OR 97208

NOTED
E. S. HUNTER

Dear Mr. Newgard:

This is the quarterly report concerning projects covered by the Department of the Army permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P. L. 92-500).

Contracts were awarded in the quarter ending on September 30, 1977 for the following projects that fall within the scope of the general permit:

Rock Creek Bridge in Yamhill County
Circle Bar (UPPR) Crane Creek Bridge in Harney County
Lookingglass Creek (Palmer Jct.) Bridge in Union County
Dufur Section (Fifteenmile Creek Bridge) in Wasco County

Very truly yours,

Frank E. Terpin
Location Engineer

DEK:mc

bc H. S. Coulter
E. S. Hunter
D. E. Keyes

RECEIVED
TECHNICAL SERVICES
OCT 12 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 81-734-3123

8560

STATE COPY 2

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 8-88	FEDERAL-AID PROJECT AGREEMENT	Oregon
	8-16-77	County Yamhill
		Project No. RS-124(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 18 Bus, 1 mi. W. of Sheridan, W 0.38 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-1-77	0.277
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro rata 85.8% FEDERAL FUNDS
$ 352,194	$ 302,181

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By [signature]

Acting State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 16 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, August 4, 1977

FEDERAL AID PROJECT
No. RS-124(2)

ROCK-CREEK SECTION
WILLAMINA -SHERIDAN HIGHWAY
YAMHILL COUNTY

Project Agreement Estimate

Type Code 6201 Alternate "B"
Roadway (Sta. 67+86.37 to Sta. 82+50)

Mobilization	All Required		$ 25,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	156 sq. ft.	5.00	780.00
Temporary Barricades	11 each	90.00	990.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	200 lin. ft.	4.00	800.00
Flagmen	600 hour	17.00	10,200.00
Clearing and Grubbing	All Required		15,000.00
Removal of Structures and Obstructions	All Required		1,000.00
Ditch Excavation	190 cu. yd.	5.00	950.00
General Excavation	2,350 cu. yd.	2.50	5,875.00
Embankment in Place	18,370 cu. yd.	2.50	45,925.00
Trench Excavation	21 cu. yd.	15.00	315.00
Finishing Roadbed and Slopes	All Required		1,000.00
Watering	170 M-Gal.	9.00	1,530.00
Aggregate Shoulders	800 ton	5.75	4,600.00
Class "B" or Class "C" Asphalt Concrete Mixture	5,820 ton	12.50	72,750.00
Asphalt Cement in Mixture	380 ton	85.00	32,300.00
12-inch Culvert Pipe	200 lin. ft.	9.00	1,800.00
Guardrail, Type 2A	650 lin. ft.	8.50	5,525.00
Guardrail, Anchors, Type 1	4 each	250.00	1,000.00
Rail End Pieces, Type C	4 each	125.00	500.00
Extra for Asphalt Approaches	10 each	100.00	1,000.00
Loose Riprap, Class 50	280 cu. yd.	10.00	2,800.00
Delineators	34 each	16.00	544.00
Roadside Seeding and Mulching	3 acre	550.00	1,650.00
Furnishing and Planting Trees	40 each	25.00	1,000.00
			$236,834.00

Anticipated Items

Permanent Signing (S.F.)	All Required	$ 500.00
Permanent Pavement Striping (S.F.)	All Required	1,000.00
Temporary Pavement Striping (S.F.)	All Required	200.00
Remove Pavement Striping (S.F.)	All Required	200.00

Temporary Erosion Control (E.W.)	All Required		2,000.00
Adjust 4-inch Tile Sta. 63+28 Rt. (E.W.)	All Required		100.00
			$ 4,000.00
	SUBTOTAL		$240,834.00
	Engineering		32,512.00
	TOTAL		$273,346.00

Type Code Y007 Alternate "B"
Culvert Bridge #662A

Bridge Removal Work	All Required		$ 2,000.00
Sturcture Excavation	3,350 cu. yd.	3.00	7,050.00
Structure Excavation Below Elevations Shown	235 cu. yd.	6.00	1,410.00
Structural Concrete, Class 3300	All Required		6,500.00
Reinforcement	All Required		1,200.00
20'-2"+11'-11" Super Span	133 lin. ft.	270.00	35,910.00
Ganular Backfill	2,200 cu. yd.	7.00	15,400.00
	Subtotal		$ 69,470.00
	Engineering		9,378.00
	TOTAL		$ 78,848.00

	Alternate "B"
Length of Roadway	0.273 mile
Length of Structure	0.004 mile
Length of Project	0.277 mile
Cost of roadway per mile	$1,001,267.39

Summary of funds (85.8%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$273,346.00	$234,530.00	$38,816.00
Structure (Bridge Culvert)	78,848.00	67,651.00	11,197.00
	$352,194.00	$302,181.00	$50,013.00

Group 5 - 100% (Bond Match)
Contract No. 8560
Prefix 136-1074

Rock Creek Section
Nonparticipating-State Work

Furnish Mail Box Posts (S.F.)	7 only	50.00	$350.00
Setting Mail Box Posts	13 only	30.00	390.00

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 7, 1977

FILE:

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Design Engineer
Structural Section

TO: Mr. Warren Mueller
Resident Engineer

SUBJECT:

Rock Creek Section
Rock Creek Bridge, No. 622A
Yamhill County
Contract 8560

Hwy 157

1 cy (2)

We have reviewed the proposal to substitute a 19'-8" x 12'-8" eight-gage structural plate pipe arch for the super span #72E24 called for on the contract plans.

The structural plate pipe arch is structurally and hydraulically equivalent to the super span structure.

Our cost analysis did not indicate conclusively that there would be a substantial savings as a result of the proposed substitution. However, if you accept the change, we recommend that a minimum benefit of $3,000 should accrue to the State.

The information you furnished us is attached.

LLW:dh

Attachment

cc Robert Royer
George Hopkins

PROJECT MANAGEMENT

JUL 8 '77

REFER TO

w/ liner
cc. Geo Hopkins
Sent 7/11/77

NOTED

8560

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 10, 1977

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 23 on the following projects:

1. Main St-Cedar St (Philomath)
   S 19th St, Benton County

   Curbs and walks

   City responsibility

2. Circle Bar Section
   Crane-Venator County Road 37, Harney County

   Surfacing and structure

   County responsibility

3. Linn Road-Sams Valley Highway
   Crater Lake Highway, Jackson County

   Paving

   Six-foot shoulders to be signed and striped as bikeway

4. Valley River Bicycle-Pedestrian Bridge
   Eugene, Lane County

   Grade, pave and structure

   Bikeway project - City of Eugene and Federal Government

5. Fox Valley-Mill City
   Lyons-Mill City Road, Linn County

   Grade and pave

   County responsibility

6. W. Idaho Ave-SW 4th Ave (Ontario)
Malheur County

Paving and walks

City responsibility

7. Cairo Junction-Nyssa
Central Oregon Highway, Malheur County

Paving - 4-foot shoulders provided

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established. . .. if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Browning Ave SE-Hilfiker Road SE (Salem)
Pacific Highway East, Marion County

Grading, paving and signals

Six-foot shoulders will be constructed to provide for future bikeway

9. Columbia Slouth Frontage Roads
East Portland Freeway, Multnomah County

Grading, paving and structures

Bikeway to be provided under later contract

10. North Tigard Interchange and Lake Road Interchange
Pacific Highway and East Portland Freeway
Multnomah and Clackamas Counties

Barriers and signing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Rockaway (N 3rd Ave)
City of Rockaway, Tillamook County

Grading and paving

City responsibility

12. Hot Lake Overcrossing-Union
La Grande-Baker Highway, Union County

Paving

Same as #7 except that 2- to 4-foot shoulders are provided

13. N Cherry St-Wallowa Lake Highway
Cove Ave and N Portland St, La Grande, Union County

Grading and paving

City responsibility

14. Denney Road Interchange
Beaverton-Tigard Highway, Washington County

Grading, paving, structure, signing and illumination

Eight-foot sidewalk provided on Denney Road within project limits

15. Spray-Kimberly
John Day Highway, Wheeler County

Grading, paving and structure

Same as #7 except that 4-foot shoulders are provided

16. Rock Creek Section
Willamina-Sheridan Highway, Yamhill County

Grading, paving and structure

Same as #7 except that 4- to 8-foot shoulders are provided

17. NE 20th St-NE 8th St (Newport)
Oregon Coast Highway, Lincoln County

Paving

Same as #10 - overlay only

RS:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
Don Harwell
George Bell

8560 6-1-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS 124(2)

STATE PROJECT NO. See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70203

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-1-77	6-1-77	Secondary 124	Secondary 157

GENERAL LOCATION:

"Rock Creek Section"

GENERAL DESCRIPTION OF WORK:

Construction including adjustment of utilities.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRIUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Kenneth Rolfe dated 5-25-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids and, as requested in Mr. Swan's 5-27-77 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $380,000-Federal Funds $326,000 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-1-77	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8560

36-1945

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

REGION 2 ENGINEER
RECEIVED
MAY 12 1977
RE | RCE | RME | RTE | ROE
UE | GEO | RSO | ROC | RFE

DATE May 11, 1977

TO John Sheldrake
Region II Engr.

FROM Warren E. Mueller
Res. Engr.

SUBJECT Rock Creek Section
Material sources

I recommend the use of present commercial sources for fill materials to be used on this project.

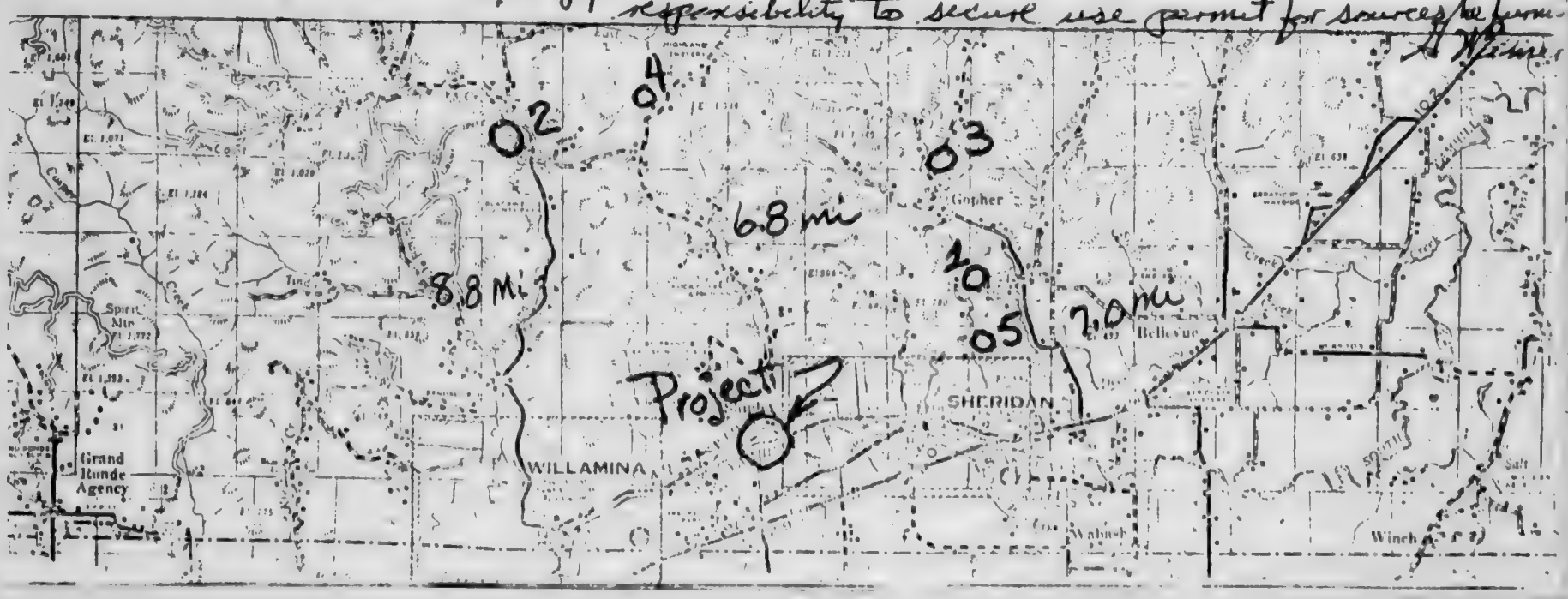
The only source available for State use is Stone's Quarry which is leased to Yamhill County. It is in a very poor state with excavated material scattered around, excavation started in several places with no aparent plan. County pays royalties to Stone. Sites 1 & 2 below are in operation. Site 4 can only be opened by cleanup of envirnmental damage to stream below site. 5 is an old site with no permit. Co. will not issue permit for this site

Milage to project from sites 1 & 2 is shown on map.

5-16-77 cc

cc Art Brennmitt & Don Trout w/o/attach Region concur's

cc Warren Mueller w/Copy Sheldrakes 5-3-77 note re contractors responsibility to secure use permit for sources he furn...



8560

157

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/2/77

~~5-26-77~~ 6-23-77 Bid Letting _____ All Clear Deadline

SECTION Lock Creek Section
Highway Willamina - Sheridan
County Yamhill Region ____
Type of Work G-P-Str. Funds FAS
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Problems addressed will be covered by Prmts.
Write-off Letter	X					
PERMITS:						
Division of State Lands		X	X	X	X	
D.O.G.M.I.	X					
Corps of Engineers		X			X	General Permit
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage		X			X	
NOISE:						
Noise Study		X			X	

8563

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON 97310

5-3-77 Discussed this w/ Sheldrake. Explained to him that this would be the contractors responsibility. He said they would inform Mueller. Don Trout

copy- Brummitt

DATE APRIL 14, 1977

TO JOHN W. SHELDRAKE
REGION II ENGINEER

FROM WARREN E. MUELLER
RESIDENT ENGINEER

Warren E Mueller

SUBJECT ~~ROCK CREEK BRIDGE SECTION~~
MILLICAN CREEK BRIDGE SECTION

ATTN: G.W. WIMER

On April 13, 1977 I visited the Yamhill County Planning Commission in regard to the procurement of material for fills at the two subject projects. The state owned quary site about 2.3 miles north of Lafayette has a conditional use permit. If we require enlargement of the site, which is about 600' x 600', we will need a new permit.

For Rock Creek the contractor will be required to obtain a conditional use permit for any material he purchases locally, which is not covered by a permit.

The attached information was forwarded to the Specifications Sections for this use.

WEM/db

CC: ARTHUR ERUMMITT, SPECIFICATIONS
BILL PIETE, DESIGN
FILE
c/o ATTACHMENTS

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Yamhill County Department of
Planning & Development
Rm. 218, Courthouse
McMinnville, OR 97128
Telephone: 472-9371, Ext. 229

Docket No. _____
CU - _____ $50.00
ZV - _____ $25.00
SE - _____ $50.00
Date of Filing _____
Fee Paid _____

PLEASE TYPE OR PRINT CLEARLY

CONDITIONAL USE PERMIT
ZONE VARIANCE
SPECIAL EXCEPTION

APPLICATION FORM

Name of Applicant _____

Address of Applicant _____

Telephone Number _____

Tax Lot number of property for which request is made _____

A sketch map of the property (to scale) with exact dimensions, and of general vicinity must be attached. Also indicate existing and proposed buildings and land uses.

General description of location of property for which request is made (Street or road location, general name, or approximate distance from municipality).

_____

_____

_____

_____

Name and address of all owners of the property for which request is made (use separate sheet if necessary).

_____
(Name) (Street or Box No.) (City) (State)

_____

_____

_____

Comprehensive Plan Classification: _____

Zone Classification: _____

Special conditions or reasons believed justifying the request should be included on a separate sheet. The applicant should address those criteria listed on the attached sheets.

Special uses desired which are not permitted outright by present zone classification:

_____

_____

_____

Special conditions or reasons believed justifying reque

_____

_____

_____

_____

Indicate name and distance to nearest incorporated area: _____

To your knowledge, have any previous requests been made to the Planning Department on this tax lot?

Yes No

If yes, please indicate requestor's name and docket no. _____

This application and its uses are subject to the provisions of the Yamhill County Zoning Ordinance, Ordinance No. 83, 1976. The undersigned understands that this application must be complete and accurate; that the PERMIT fee required by the County of Yamhill shall be paid prior to having this matter processed; that an official hearing, after at least ten (10) days notice, will be held by the Yamhill County Planning Commission; AND THAT THE DECISION OF THE COMMISSION WILL BE FINAL UNLESS APPEALED TO HIGHER AUTHORITY.

Signed _____
(Applicant)

Signatures of all owners of the property or their authorized agent:

_____ _____

_____ _____

_____ _____

_____ _____

YAMHILL COUNTY
Oregon

COUNTY PLANNING COMMISSION
Department of Planning &
Development

PROCEDURE AND GENERAL INFORMATION FOR REQUESTING A VARIANCE, CONDITIONAL USE PERMIT OR SPECIAL EXCEPTION

YAMHILL COUNTY PLANNING COMMISSION

The regular Planning Commission meeting date is the first Tuesday of each month unless otherwise announced. In order to have an item of business formally considered by the Commission, the following procedure is necessary:

1. APPLICATION

By the first Wednesday of each month application must be made on a form supplied by the Planning Department together with the appropriate fee and all other required information in order for the Planning Commission to consider the application on the first Tuesday of the month following. Application must be made to the Yamhill County Planning Commission Secretary, Room 218, County Courthouse, McMinnville.

(Consult Yamhill County Zoning Ordinance and Amendments)

2. REFERRAL TO AGENCIES, PLANNING ADVISORY COMMITTEES AND OTHER INTERESTED PARTIES

Application review consists of study and review by the staff, referral to affected agencies or other interested parties, notification to property owners within 250' of the affected property boundary and public advertisement in a local newspaper. The citizens' Planning Advisory Committee representing the area in which your application is made will hold a public meeting to consider your application. You will be mailed an agenda of the Advisory Committee meeting to afford you the opportunity to attend.

3. PUBLIC HEARING

The Planning Commission makes final decision to grant or deny a request, or it may defer action for further study. The Variance, Conditional Use Permit or Special Exception becomes effective fifteen (15) days following the meeting at which the application is approved. A copy of the staff report and an agenda of the meeting will be mailed to you before the meeting.

4. APPEAL

The applicant or other affected party may appeal the decision of the Planning Commission to the Yamhill County Board of Commissioners within 15 days of the Planning Commission decision and in accordance with Section 45 of the Yamhill County Zoning Ordinance, Ordinance No. 83, 1976.

It is for the best interest of an applicant to have representation at each meeting at which his proposal is considered.

9360

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 9, 1977

TO: ALL INTERESTED FEDERAL AND STATE AGENCIES

FROM: Frank E. Terpin
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters
Section: Rock Creek
Highway: Willamina-Sheridan
County: Yamhill

Under Section rr of the Department of the Army Permit referred to in Public Notice 071-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500), the State Highway Division is obligated to give at least six months notice prior to commencement of work that will fall within the scope of the referred to General Permit. The Highway Division had many projects in various stages of design during the time that the General Permit was being consummated. Some of these projects are now ready for contracting or nearly ready and we are asking your indulgence and consideration in allowing us to proceed with these projects with less than the six months notice.

We hope to take bids on the above project on May 26, 1977 and will need to have your comments by April 28, 1977. If we do not hear from you by this date, we will assume you have no objections and will proceed with the project.

A public hearing was held in Sheridan, Oregon on September 25, 1975.

The project consists of the realignment of a section of the Willamina-Sheridan Highway which includes a channel change and a new structure. The banks of the channel change will be riprap to prevent slope erosion.

The Highway Division will comply with regulations regarding protection of water quality.

A copy of the Project Assessment and a sketch map are attached for your information.

If you need additional information, please contact Donald E. Keyes, Location Section, 212 State Transportation Building, Salem OR 97310, telephone 378-6265.

Attachments

DEK:mc

Corps of Engineers (w/att - 2)
Fish and Wildlife Service (w/att)
National Marine Fisheries Service (w/att)
Oregon State Department of Environmental Quality (w/att)
Environmental Protection Agency (w/att)
Oregon State Division of State Lands (w/att)

cc G. L. Green
J. H. Versteeg
R. W. Ellison
Gary A. Potter
C. T. Keasey
D. E. Keyes

8560 157

Salem, Oregon
January 25, 1977

W. E. Cole
Design Engineering Supervisor

John Sheldrake
Region II Engineer

Attention: G. Wimer
Region II Construction Engineer

Rock Creek Section
Willamina-Sheridan Highway
Yamhill County

A plans in hand review will be held on the subject project in the Region II office Wednesday, February 9, 1977, at 8:30 a.m.

Please notify me if you plan to attend by February 2, 1977.

Remarks:

The following major revisions were made in the design concept after the project was received from Location.

1. A Temporary Connection was used on the east end due to the lack of funds.

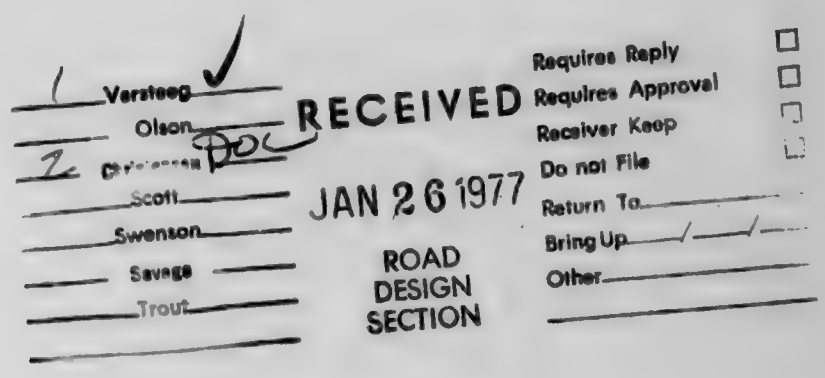
2. The road approach at Sta. 67+50 Rt. was eliminated.

3. The structure was moved easterly and riprap added to the channel to accommodate the Fish and Wildlife people.

4. Typical section was revised from 6:1 rock slopes to 4:1.

5. Superelevation was revised to accommodate the Bridge Section.

WEC:az
cc: Paul Riedl, F.H.W.A.
C. T. Keasey
Gary Potter
Art Brummitt
Jerry Backstrand
Richard Lenz
Fred Yarbrough
Rick Kuehn, District Engineer



8560

12-15-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-124(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70203

COUNTY NAME: Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 17 '76
REFER TO
FOR
Info | Invest | R/D | R/R | Sign | Ret | Corr

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12-13-76	Secondary 124	Secondary 157

GENERAL LOCATION:

"Rock Creek Section"

GENERAL DESCRIPTION OF WORK:

Acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY—all phases

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 12-2-76 letter, you are authorized to proceed with all phases or right o f way acquisition at a total estimated cost of $16,500 - Federal funds $14,150.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-15-76	G. L. Green	Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68)

8560

PRO 6-2

December 2, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. M. Rullen
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70203
Project No. RS-124(1)
Rock Creek Section
Yamhill County

Attached is project data for the subject project.

We hereby request the following:

1) Authorization to proceed with all phases of right-of-way acquisition at an estimated total cost of $16,500 with an obligation of $14,150 in federal funds. No relocation is involved, therefore, assurances regarding the availability of replacement housing is not required.

CL:ljt
Att.

cc: C. O. Fredrickson (Reg. 2)
J. R. Oakes
D. E. Swan
F. Lowe

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

December 2, 1976

FEDERAL-AID PROGRAM DATA

CARD												
2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 157 1 mi W of Sheridan W 0.53 mi. 65	ADT	PRESENT 3,600	FUTURE 5,800 (65)(70)	YEAR 96 (71)(72)	REGION 10	STATE NAME Oregon

CARD												
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Right-of-way 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV. AREA (69)(70)	DA CLASSIF.	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 28	NUMBER 7 124

CARD		
4	CLASS OF FEDERAL FUNDS: Rural Secondary	COUNTY NAME: Yamhill
	NAME OF URBAN AREA 17-31 --	ROUTE NO. S FEDERAL-AID 124* (32) STATE 157 (36)(37) U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59)(66)	(67)(76)		
1					PE					--		
1					ROW			0.53	16,500	14,150	2,350	
1					CONST (CODE)		"Rock Creek Section"					
								0.53	16,500	14,150	2,350	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	CL

(16) (23)(24) (33) REMARKS

*Former FAS Rt. 106
Project No. RS-454(-)

FORM PR-1 (REV. 4-61)

December 2, 1976

FEDERAL-AID PROGRAM DATA

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 157 1 mi W of Sheridan W 0.53 mi.	ADT	3,600	5,800	96	10	Oregon	41	075	70203

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
								RS-	124	(1)		

Rural Secondary

--

COUNTY NAME: Yamhill — CODE: 071

ROUTE NO. S — FEDERAL-AID: 124* — STATE: 157 — U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
ROW			0.53	16,500	14,150	2,350		
CONST (CODE)		"Rock Creek Section"						ROW - 80' min.; Access Control-Part.; Parking Restrictions- None.
	CL	PROJECT TOTALS	0.53	16,500	14,150	2,350		

APPROVAL DATES

REMARKS

*Former FAS Rt. 106
Project No. RS-454(-)

ROCK CREEK SECTION

PROJECT NO. RS-124(1)

Existing Facility:

Roadway - - 20' bituminous surface with 5' gravel shoulders.
Structure- - Rock Cr. Bridge #662, timber structure, length of 57', HC 26'10".

Adjacent Sections: Same as existing roadway.

Project Data: Work under this project consists of right-of-way acquisition including incidentals as required for the future construction on revised alignment to provide for two 12' lanes with high type pavement with 8' shoulders and a new structure over Rock Creek.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on March 20, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review letters of approval dated Octuber 27, 1976 and November 4, 1976, respectively.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - Corridor/Design hearing held on September 25, 1976.
(b) Location/Design - - Granted under provisions of the approved Secondary Road Plan.

Data for PR-37: No relocation assistance required.

NOTE: This project is in Congressional District No. 1.

8560

PRO 6-2

December 2, 1976

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rullen
Program Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal Aid funding of the following Rural Secondary Project.

Item No.	Project No.	Section Name & PNRS No.
70203	RS-124(1)	Rock Creek Section #7610-2-070

CL:ljt
Att.

cc: G. L. Green, FHWA
D. E. Swan

8560

December 2, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Program Management Engineer

SUBJECT Annual Program-Fiscal Year 1976
Item No. 70203
Project No. RS-124(-)
Rock Creek Section
Yamhill County

We request your approval of the subject project for inclusion in the Fiscal Year 1976 annual program as approvals from the State Clearinghouse and District 3 Clearinghouse A-95 review were received October 1, and November 4, 1976.

Your October 4 memorandum withheld approval of the project for the annual program because the A-95 review was not complete.

FHWA Endorsement
Approved _____ Date _____
Division Engineer

JLG:eb
cc: B. L. Gifford
D. E. Swan

8560

157

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE November 22, 1976

TO James H. Versteeg
Road Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT ACCESS POINTS
Rock Creek Section
Willamina-Sheridan Highway
Yamhill County

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

JRO:ha
Att

3 Versteeg ✓
Olson
2 Christensen
1 Scott
Swenson
Savage
Trout

RECEIVED
NOV 23 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

REFERRED TO

Board Reed
✓ Cole MEC Semple
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

ACCESS LIST
ROCK CREEK SECTION
WILLAMINA-SHERIDAN HIGHWAY
YAMHILL COUNTY

Nov
Pre

Access controlled as to location on these 2 files only. Control on the northerly side extends from Rock Creek Rd. on westerly to only the l
most westerly portion under #49412

NAME	FILE	SIDE	STATION	RESERVATION WIDTH	APPROACH WIDTH	SURFACE MATERIAL	CONST'R BY	REMARKS
(hn C. Taylor Lbr' Sales, Inc.	49412	Southerly	55+40	35'	16'	AC	State	To a pump house & electric pump w Yamhill River. Lies easterly of t
"	49412	Southerly	59+20	35'	24'	AC	State	Fire Road to the river. Easterly
"	49412	Northerly	59+20	35'	24'	AC	State	To stock pile site at treating pl easterly of the proposed end of t
"	49412	Northerly	60+24	35'	20'	AC	State	To a rental house outside this jo
D. Bunn (On Map)	No File	Northerly	60+68	N/A	20'	AC	State	If disturbed by construction. No
G.& F. Holt (On Map)	No File	Northerly	61+97	N/A	20'	AC	State	If disturbed by construction. No
I.G. Mackie (On Map)	No File	Northerly	62+64	N/A	20'	AC	State	If disturbed by construction. No
John C. Taylor Lbr' Sales, Inc.	49412	Southerly	63+23	35'	24'	AC	State	To area being filled by waste mat
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"	49412	Northerly	63+74	35'	20'	AC	State	Residential rental. If disturbed
"	49412	Northerly	64+31	35'	20'	AC	State	Residential rental. If disturbed
Connection of the old highway to the relocated highway.	No File	Northerly	67+40	N/A	Per Plans	Per Plans	State	To a public roadway serving weste C. Taylor Lbr' Sales, Inc. & R.&V Access to be controlled on the ea Taylor's frontage of the westerly the northerly side. This is 135' S.&M. Deck Property. Formerly hel Taylor representatives agreed to

ACCESS LIST
ROCK CREEK SECTION
WILLAMINA-SHERIDAN HIGHWAY
YAMHILL COUNTY

Revised
November 1976
Prefix 136-1306

to location on these 2 files only. Control on the northerly side extends from Rock Creek Rd. on westerly to only the 1st 135' of the under #49412

	FILE	SIDE	STATION	RESERVATION WIDTH	APPROACH WIDTH	SURFACE MATERIAL	CONST'R BY	REMARKS
les, Inc.	49412	Southerly	55+40	35'	16'	AC	State	To a pump house & electric pump with a line to S. Yamhill River. Lies easterly of this job ending.
	49412	Southerly	59+20	35'	24'	AC	State	Fire Road to the river. Easterly of this job ending.
	49412	Northerly	59+20	35'	24'	AC	State	To stock pile site at treating plant yard. Lies easterly of the proposed end of this job.
	49412	Northerly	60+24	35'	20'	AC	State	To a rental house outside this job area.
	No File	Northerly	60+68	N/A	20'	AC	State	If disturbed by construction. No control.
	No File	Northerly	61+97	N/A	20'	AC	State	If disturbed by construction. No control.
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ales, Inc.	49412	Southerly	63+23	35'	24'	AC	State	To area being filled by waste material from mill.
	49412	Northerly	63+23	35'	20'	AC	State	Residential rental. To parking area. If disturbed.
	49412	Northerly	63+74	35'	20'	AC	State	Residential rental. If disturbed by construction.
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highway way.	No File	Northerly	67+40	N/A	Per Plans	Per Plans	State	To a public roadway serving westerly portion of John C. Taylor Lbr' Sales, Inc. & R.&V. Bowman homesite. Access to be controlled on the easterly 135' of Taylor's frontage of the westerly most portion on the northerly side. This is 135' westerly from the S.&M. Deck Property. Formerly held by E.&J. Healey. Taylor representatives agreed to this.

Revised Access List
Rock Creek Section
Willamina-Sheridan Highway
Yamhill County

NAME	FILE	SIDE	STATION	RESERVATION WIDTH	APPROACH WIDTH	SURFACE MATERIAL	CONST'R BY	REMARKS
W.&F.Wildman,Taylor Lbr' Co.(CP)	49413	Southerly	75+07	35'	20'	AC	State	Restitution for field approa
"	49413	Northerly	75+07	35'	N/A	N/A	Grantor	Reservation for future use.
"	49413	Northerly	79+75	35'	20'	AC	State	Necessary field approach.
"	49413	Southerly	79+75	35'	20'	AC	State	Restoration of a field appro Rt. 2, Sheridan farms the la conduite under the hwy. for river near this stationing. negotiation.
E. & J. Pealey (On map)	No file	Northerly	65+97	N/A	20'	AC	State	If disturbed by construction

SUBMITTED: T. A Terbell 11/15/76
Regional Liaison Agent

APPROVED: Ivan O Kinnit 11-16-76
Regional Construction Engineer

APPROVED: J K Lunsford 11-19-76
Design Engineer

RECOMMENDED: Warren E Ill
Resident or Loc

APPROVED: John R Ca
Asst. Right of Wa

ghway

	FILE	SIDE	STATION	RESERVATION WIDTH	APPROACH WIDTH	SURFACE MATERIAL	CONST'R BY	REMARKS
r' Co.(CP)	49413	Southerly	75+07	35'	20'	AC	State	Restitution for field approach at 74+07.
	49413	Northerly	75+07	35'	N/A	N/A	Grantor	Reservation for future use.
	49413	Northerly	79+75	35'	20'	AC	State	Necessary field approach.
	49413	Southerly	79+75	35'	20'	AC	State	Restoration of a field approach. Ronald Pitman Rt. 2, Sheridan farms the land. Requests a 4" conduite under the hwy. for a water line to the river near this stationing. This should be a negotiation.
)	No file	Northerly	65+97	N/A	20'	AC	State	If disturbed by construction. No control.

Terbell 11/15/76
Regional Liaison Agent

[illegible] Kimit 11-16-76
[illegible]al Construction Engineer

[illegible]untley 11-19-76
Design Engineer

RECOMMENDED: Warren E Mueller
Resident or Locating Engineer

APPROVED: John R Oke
Asst. Right of Way Engineer

ACCESS LIST
ROCK CREEK SECTION
WILLAMINA-SHERIDAN HIGHWAY
YAMHILL COUNTY

No
Pr

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ACCESS LIST
ROCK CREEK SECTION
WILLAMINA-SHERIDAN HIGHWAY
YAMHILL COUNTY

Revised
November 1976
Prefix 136-1306

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Revised Access List
Rock Creek Section
Willamina-Sheridan Highway
Yamhill County

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SUBMITTED: T. A Terbell 11/15/76
Regional Liaison Agent

APPROVED: Ivan D Kimit 11-16-76
Regional Construction Engineer

APPROVED: J K Lantery 11-19-76
Design Engineer

RECOMMENDED: Warren E Il
Resident or To

APPROVED: John R C
Asst. Right of W

hway

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)	No file	Northerly	65+97	N/A	20'	AC	State	If disturbed by construction. No control.

Tarbell 11/15/76
egional Liaison Agent

[illegible] Kunit 11-16-76
al Construction Engineer

Lunsford 11-19-76
Design Engineer

RECOMMENDED: Warren E Mueller
Resident or locating Engineer

APPROVED: John R Oehler
Asst. Right of Way Engineer

8560

157

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 19, 1976

W.E. Cole

FROM: W. E. Cole
Design Team Supervisor

SUBJECT: Rock Creek Section
Willamina-Sheridan Highway
Yamhill County

TO: MEMO TO THE FILES

Responding to the State Soils and Water Conservation Commission's concerns on the A-95 review of the subject section project the following revisions will be made:

1. The channel change slopes will be revised from 1:1 to 2:1 and covered with Class 50 Riprap 1 foot in depth. The area above high water will be seeded with Annual Rye grass and willows will be planted at appropriate locations.

   By telephone, Jim E. Lauman, Fish and Wildlife Department, gave his approval on the above revisions.

   The Roadway Fill slopes 3:1 and steeper will be protected with appropriate materials until the vegetation cover can be established.

WEC:az
cc: Eddie Y. Welsh
Dick Lenz
Tom Savage
Jim E. Lauman, Fish and Wildlife Department
Charles V. Liles, Soil and Water Conservation Commission

1 Versteeg ✓
Olson
2 Doc
Scott
Swenson
Savage
Trout

RECEIVED
NOV 19 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

8560

157

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 16, 1976

FROM: Eddie Y. Welsh
REGION II ENVIRONMENTALIST

SUBJECT: Rock Creek - Sheridan Sec.
Willamina - Sheridan Hwy.
Yamhill County

TO: Wilfred Cole
ROAD DESIGN

As a follow-up to our conversation concerning the comments from the State Soils and Water Conservation Commission's response to the A-95 review for the subject project, I have discussed the soil problems with Bill Fretwell, Region Geologist. He agrees that we do have a problem. The 1:1 slopes of the channel change, which are preferred by the Fish and Wildlife people, will be difficult to stabalize. Dick Lenz suggests 2:1 slopes with a gravel blanket to provide both immediate and long term erosion control. Since this would be a change from the understanding we have with the Fish and Wildlife people, I took the liberty of discussing the problem with Richard Lanz the Assistant Northwest Region Supervisor in Corvallis. His advice is that we send a letter to Jim E. Lauman the Waterways Management Specialist for the Fish and Wildlife Department so that the problem can be reviewed by his office before they respond to a removal fill permit application.

Dick Lenz's suggestion may also satisfy the concern expressed by the Soils and Water Conservation Commission about soil loss during construction. If this same type of soil is used for highway fill, Ed Hall recommends that the fiber glass roving that was used along I-5 be used on slopes 3:1 and steeper to control the fine silts until the vegetation cover can be established.

1 Versteeg
Olson
2 Christensen
Scott
Swenson
George
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up.
Other

RECEIVED
NOV 17 1976
ROAD DESIGN SECTION

Will Call
Jim Lauman
7-1-229-5678
W.E.C

EY/la
cc: C. O. Fredrickson
File

REFERRED TO

Beard, Reed
Cole WEC, Sample
Eriksen, Watson
Heger, Wolfe
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 11 1976
STATE SOIL AND WATER
CONSERVATION COMMISSION

PNRS STATE REVIEW

Project #: 7610 2 070 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Rock Creek - Sheridan.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

REGION 2 ENGINEER
RECEIVED
NOV 3 1976
RE RCE RME RTE ROE
ULE GEO RSO ROC RFE

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Yamhill SWCD comments: 472-8444

The PNRS- 1 and small map are inadequate for anything, but a very broad consideration.

The Cove soil in the middle of the project has severe restrictive rating for roads, roadfill, and drainage; OR - 1 attached.

2. This proposal would change the channel of Rock Creek for an undertermined distance and fill in the existing channel. Existing under-ground drains and/or drain outlets especially in the area to be filled should be used.

There is no apparent plan for protection from soil loss during construction. A plan ne to be made.

Agency Soil & Water By Charles K. Liles FS

8560

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
C. O. Fredrickson
R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Rock Creek-Sheridan #70203

DATE: October 27, 1976

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and/or proposed/is/are~~ presented.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 070

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
NOV 2 '76
REFER TO
FOR
Info | Initial | Rec'd | D/R | Sign | Art | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

7-29-76
BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 11 1976
STATE SOIL AND WATER
CONSERVATION COMMISSION

PNRS STATE REVIEW

Project #: 7610 2 070 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Rock Creek - Sheridan.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

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- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Yamhill SWCD comments:

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The Cove soil in the middle of the project has severe restrictive rating for roads, roadfill, and drainage; OR - 1 attached.

This proposal would change the channel of Rock Creek for an undertermined distance and fill in the existing channel. Existing under-ground drains and/or drain outlets especially in the area to be filled should be used.

There is no apparent plan for protection from soil loss during construction. A plan nee to be made.

Agency Soil & Water By Charles V. Liles SB

OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON

U.S.D.A. SOIL CONSERVATION SERVICE

DATE: June 6, 1973 GEO COVE SERIES

SOILS:

1. Cove silty clay loam, 0-2% slopes
2. Cove clay, 0-2% slopes
3. Cove silty clay loam, fan, 2-7% slopes
4. Cove silty clay loam, thick surface, 0-2% slopes

The Cove series consists of poorly drained silty clay loam over clay soils formed in recent alluvium on bottom lands and fans. It has 0 to 7 percent slopes. Where not cultivated the vegetation is ash, willow, sedges, cattails, and grasses. Elevations range from 100 to 2500 feet. Annual precipitation is about 20 to 60 inches. Average annual air temperature is 52° to 54° F.; and the frost free period (32° F.) is 160 to 210 days.

Typically, the surface layer is a very dark gray silty clay loam about 8 inches thick. The subsoil is a very firm, very dark gray, mottled clay 33 inches thick. It is underlain by mottled clay that extends to a depth of more than 60 inches.

Permeability is very slow. The effective rooting depth is less than 20 inches due to the seasonal water table. Runoff is very slow to ponded; and the eroison hazard is slight. Total available water holding capacity is 4 to 6 inches and the annual water supplying capacity is 20 to 26 inches.

The soils are used mainly for hay and pasture. Other uses include recreation and wildlife. These soils occur in the Willamette Valley Land Resource Area, (A-2) and Siskiyou-Trinity (A-5).

The Cove series is a member of the fine, mont morillonitic, mesic family of Vertic Haplaquolls.

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-8	Silty clay loam	CL	A-6	0	100	100	95-100	80-95	30-40	11-20	0.2-0.6	.19-.21	5.6-6.0	Moderate
8-60	Clay	CH	A-7	0	100	100	90-100	75-95	60-80	41-50	<.06	.14-.16	6.1-6.5	High
0-60	Clay	CH	A-7	0	100	100	90-100	75-95	60-80	41-50	<.06	.14-.16	5.6-6.5	High

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS
		STEEL	CONCRETE	K	T	
0-8	- -	High	Moderate	.28	5	--
8-60	- -	High	Low	.17		
0-60	- -	High	Low -Mod	.17		

FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
	brief	Dec.-Apr.	0-1	perched	Dec.-Apr.	D

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
- -	- -	>60		- -	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1,2,4	Severe	Percolates slowly, wet, floods
	3	Severe	Percolates slowly, wet
SEWAGE LAGOONS	1,2,4	Severe	Wet, floods
	3	Moderate	Wet, slope
SANITARY LANDFILL (TRENCH)	1,2,4	Severe	Wet, floods
	3	Severe	Wet
SANITARY LANDFILL (AREA)	1,2,4	Severe	Wet, floods
	3	Severe	Wet
DAILY COVER FOR LANDFILL	1,2,4	Severe	Too clayey, floods
	3	Severe	Too clayey
SHALLOW EXCAVATIONS	1,2,4	Severe	Too clayey, wet, floods
	3	Severe	Too clayey, wet
DWELLINGS WITHOUT BASEMENTS	1,2,4	Severe	Wet, floods, shrink-swell
	3	Severe	Wet, shrink-swell
DWELLINGS WITH BASEMENTS	1,2,4	Severe	Wet, floods, shrink-swell
	3	Severe	Wet, shrink-swell
SMALL COMMERCIAL BUILDINGS	1,2,4	Severe	Wet, floods, shrink-swell
	3	Severe	Wet, shrink-swell
LOCAL ROADS AND STREETS	1,2,4	Severe	Wet, floods, shrink-swell, low strength
	3	Severe	Wet, shrink-swell, low strength

SOURCE MATERIAL AND WATER MANAGEMENT

USE	SOIL	RATING	RESTRICTIVE FEATURES
ROADFILL	1,2,3,4	Severe	Wet, shrink-swell, low strength
SAND	1,2,3,4	Unsuited	Excessive fines
GRAVEL	1,2,3,4	Unsuited	Excessive fines
TOPSOIL	1,2,3,4	Severe	Too clayey, wet
POND RESERVOIR AREA	1,2,4	Slight	- -
	3	Moderate	Slope
EMBANKMENTS DIKES AND LEVEES	1,2,3,4	Severe	Shrink-swell, low strength
DRAINAGE	1,2,4	Severe	Percolates slowly, wet floods
	3	Severe	Percolates slowly, wet
IRRIGATION	1,2,3,4	Poor	Slow intake, wet
TERRACES AND DIVERSIONS	1,2,3,4		Not needed
GRASSED WATERWAYS	1,2,3,4	Moderate	Percolates slowly, wet

CONTINUATION SHEET OR-SOILS-1 12/72 COVE SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1,2,4	Severe	Floods, too clayey, wet, percolates slowly	PLAYGROUNDS	1,2,4	Severe	Floods, too clayey, wet, percolates slowly
	3	Severe	Too clayey, wet, percolates slowly		3	Severe	Too clayey, wet, percolates slowly
PICNIC AREAS	1,2,4	Severe	Floods, too clayey,wet	PATHS AND TRAILS	1,2,4	Severe	Floods, too clayey, wet
	3	Severe	Too clayey, wet		3	Severe	Too clayey, wet

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		Pasture (AUM/A)		Sweet corn (Tons/A)		Spring barley (Bu/A)								REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1,2,3	IVw			10		4	20								
4	IIIw			14		6	30								

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFOR-MANCE	SPECIES	HT. AGE 20	PERFOR-MANCE	SPECIES	HT. AGE 20	PERFOR-MANCE
	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1,2,4	Poor	Fair	Fair	Fair	Fair	Poor	Good	Good	Poor	Poor	Good	- -
3							Poor	Very poor			Very poor	

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
None						

FOOTNOTES

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 11 1976
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7610 2 070 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By [signature]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

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( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

This project will be reviewed through the Division of State Lands fill permit. At that time, agency policy and stipulations will be developed.

Agency Fish & Wildlife By William E. Pitney

ENVIRONMENTAL MANAGEMENT SECTION 10-18-76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT

OCT 12 1976

SALEM

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 070 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency CADC By Dennis Hopp for John Eastham

PROJECT # 7610-2-970

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Yamhill Co. & City of Sheridan comprehensive plan and efforts to update the plan (i.e. the county's & city's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the statewide land use goals, particularly the relationship between #11: Public Facilities and Services, #12: Transportation and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

DH:jh

8560

DATE: October 18, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

Surveys have been completed on the following projects:

Rock Creek Bridge Section
Willamina-Sheridan Highway
Yamhill County

Price Road-Goldfish Farm Road Section
Santiam Highway
Linn County

In order that the record be clear as to official location of these facilities, your approval of the attached survey approval maps is requested.

The work has been accomplished consistent with the governing regulations.

This matter will be on the agenda for your consideration at the October 26 meeting.

Att.

BLG:ljt ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Frank Terpin
J. B. Boyd
C. O. Fredrickson
George Bell

T. 5 S., R. 6 W.W.

33

YAMHILL RIVER

ROCK CREEK

Reloca

Existin

TO SHERIDAN

ROCK CREEK ROAD

BEGINNING OF SURVEY
Sta. 55+00

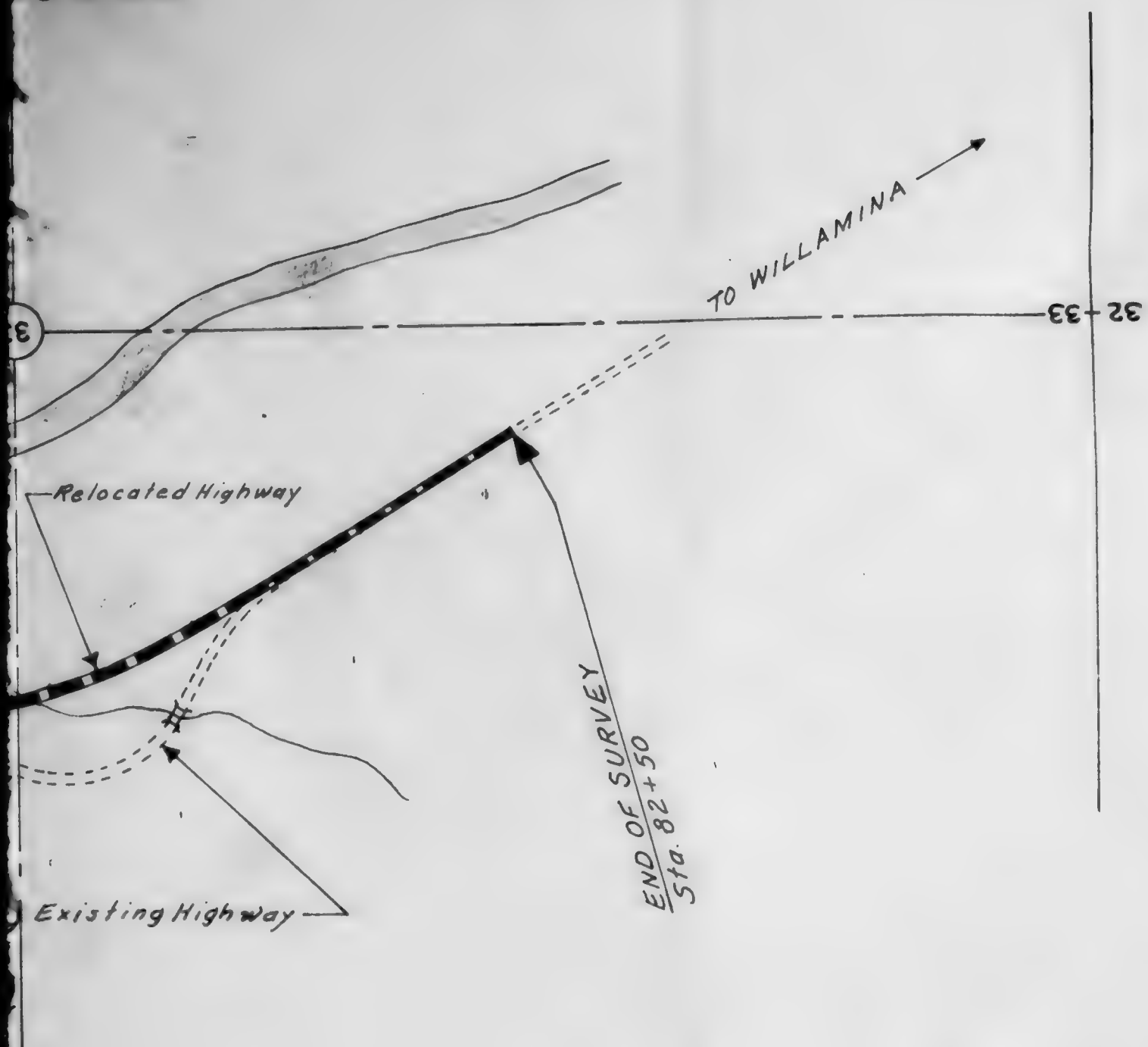
PUBLIC HEA
THROUGHWA
ACCESS CONT

APPROVED

0.52 Mi.

DRG. NO. 1R-4-626

.6 W.W.M.



OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

ROCK CREEK BRIDGE SECT.

WILLAMINA - SHERIDAN HIGHWAY

YAMHILL COUNTY

SCALE: 1" = 400'	DATE: Oct., 1976

FOR DETAILS SEE DRG. NO. 9B-14-17

PUBLIC HEARING ..... Sept. 25, 1975

THROUGHWAY RESOLUTION ADOPTED ..... Nov. 3, 1948

ACCESS CONTROL ..... Limited

APPROVED: 10-14, 1976.

STATE HIGHWAY ENGINEER

#560

FORM 81.734.3030

REGION 2 ENGINEER
RECEIVED
OCT 11 1976
RE | RME | RTE | ROE | UPE | GEO | RSO | ROC | RFE

136 157 1306

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 8, 1976

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Rock Creek Section
Willamina-Sheridan Highway
Yamhill County

TO: Jerry Wimer
Regional Construction Engineer

As discussed by telephone on Thursday, October 7, 1976, the subject project being designed consists of a bridge replacement at Rock Creek and the approaches required to tie back into existing alignment at both ends.

The project as received in Location was for two units with additional grading and overlay work involved. This, however, exceeded the money set up in the 6 year program and the job was scaled down by Location.

It is estimated that it would cost an additional $200,000 to extend the project back around the curve to the east. Also additional Right-of-Way would have to be purchased. Where we are required to purchase Right-of-Way for the bridge replacement project we are also purchasing all Right-of-Way also owned by the individual for the future work.

If the project is extended it would probably delay the letting date because of the additional Right-of-Way required.

The estimated cost of the present project being designed is $375,000. Until advised otherwise we are continuing with the present design concept.

1 Versteeg
Olson
2 Christensen DOC
Scott
Swenson
Savage
Trout

RECEIVED
OCT 14 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

DOC:az
cc: E. S. Hunter
L. W. Rulien
W. E. Cole
F. O. Scott
F. E. Terpin

cc Karen Muller - Discussed w/Christensen 10-11-76. He'll consider attending R/W. One more ± $5,000 parcel involved J Wimer

cc Duane Christensen

9560

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

PARKS AND RECREATION BRANCH

525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: October 5, 1976

D.E. Swan
Federal Aid Engineer
209 State Highway Bldg.
Salem, OR 97310

RE: Rock Creek-Sheridan
St. Hwy. #157

Dear Sirs:

We have received a description of your proposed federally funded project and after a careful review of your proposal we can offer the following information.

The particular area of your project is considered by this office to be of great sensitivity for cultural resources. Accordingly, we would request that you engage competent professionals in the fields of history and archeology to conduct a survey of the proposed project area and the possibilities of impact and mitigation of impact to historic and archeological sites. These surveys can usually be carried out quickly and inexpensively.

Cultural resource surveys are most often carried out by a public institution such as Portland State University, Oregon State University, the University of Oregon, Southwest Oregon Community College, or Southern Oregon State College. By contacting the Anthropology and History Departments at one of these institutions, it should be possible to make arrangements for a survey. As required by federal laws and regulations, the State Historic Preservation Office can then officially comment on the results of the surveys and recommended mitigation procedures.

10-11-76

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: 2
District Engr.: 3
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

Sincerely,

Paul B. Hartwig

Paul B. Hartwig
Historical Programs Coordinator
State Historic Preservation Office

EL:ko

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

(#2) 8560

ROBERT W STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council
of Governments
Room 305, Civic Center
Salem, OR 97301

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Rock Creek-Sheridan
Highway: Willamina-Sheridan, State Hwy. #157
County: Yamhill

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: C. O. Fredrickson
District Engineer: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	#70203	Page One

02	12] APPLICANT: State Highway Division [45]	46] DIVISION: Department of Transportation [79]			
03	12] APPLICANT ADDRESS STREET: State Highway Building [45]	46] CITY: Salem [60]		76] ZIP: 97310 [80]	
04	12] CONTACT PERSON: L. W. Rulien [45]	46] AREA CODE: 503 [48]	49] PHONE: 378 [55]	56] EXTENSION: 6563 [59]	
01	12] PROJECT TITLE: Rock Creek-Sheridan	District 3 [71]			
11	12] PROJECT LOCATION—CITY: Willamina-Sheridan State Highway #157	PROJECT LOCATION—COUNTY: Yamhill	PROJECT LOCATION [79] SEC: - T: 5 S R: 6 W		

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project, 1.6 miles in length, involves the construction of a new bridge over [71

07 12] Rock Creek with improvement in alignment to eliminate a reversing curve and ease a [71

08 12] sharp curve at Rock Creek Road. Unit 1, 0.85 mile in length, improves the existing [71

09 12] highway. Unit 2, 0.7 mile, is the Rock Creek Section. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
744,000	-	121,000	-	-	865,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highway [71	
15	12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	9-29-76	[X] 31	[ ] 32	[ ] 33	[X] 34	[ ] 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	October	25	1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL
First Year	%___	$___	%___	$___	%___ $___
Second Year	%___	$___	%___	$___	%___ $___
Third Year	%___	$___	%___	$___	%___ $___

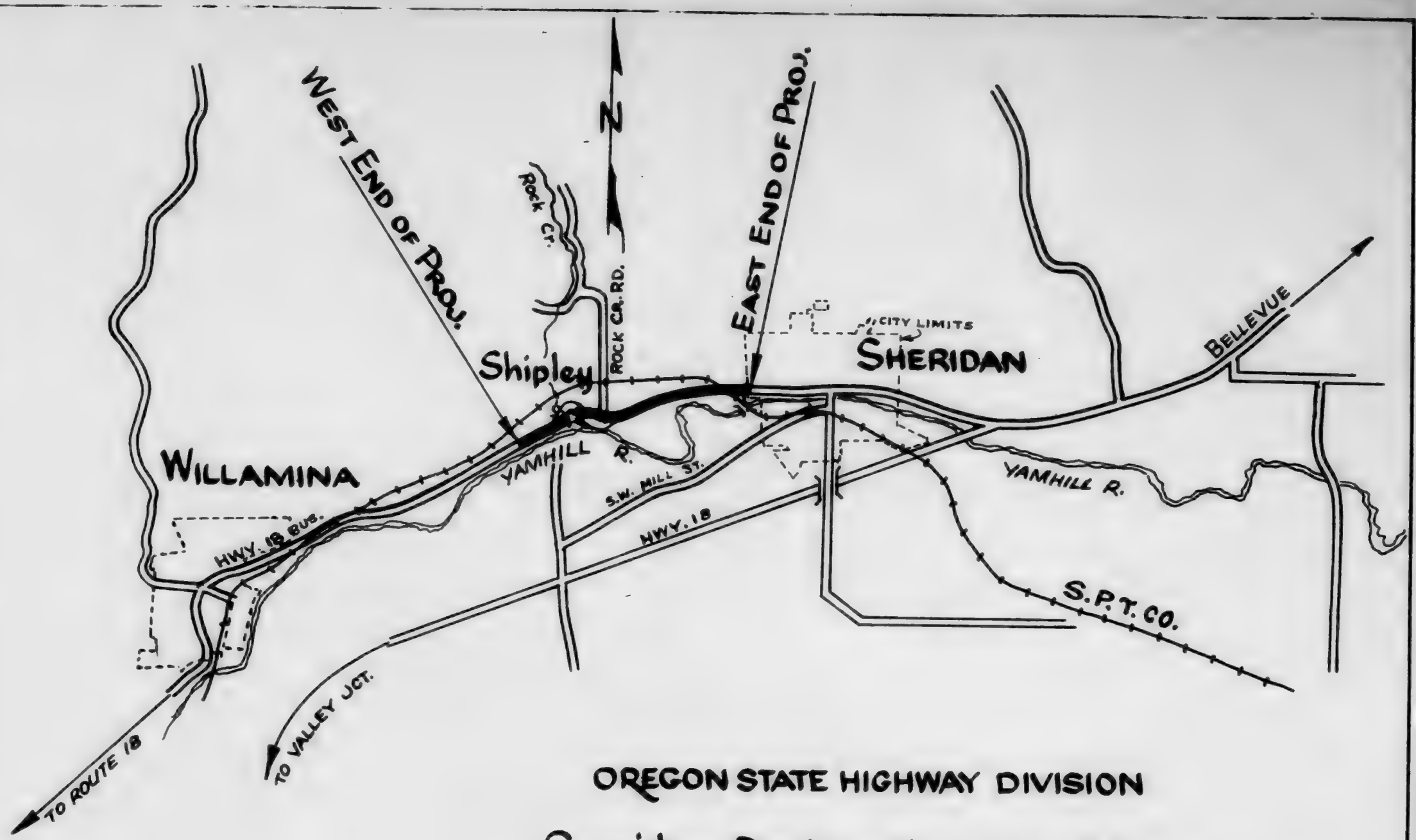
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ___

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 Project of nonmajor environmental impact under Oregon's Action Plan.

(See Attachment.)



OREGON STATE HIGHWAY DIVISION

Corridor - Design Hearing Map

Rock Creek Bridge Sect.

Willamina - Sheridan Highway

YAMHILL COUNTY

AUGUST, 1975

8560

FORM 81-7 14-10-10

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

October 6, 1975

FROM: for Victor D. Wolfe
George C. Wills
Location Field Engineer

SUBJECT: Rock Creek Section
Willamina-Sheridan Highway
Yamhill County

TO: FILE

Alternative proposals for crossing of Rock Creek have been reviewed with Jim Lauman of the Fish and Wildlife Commission. We have agreed that the alternative indicated on the attached sketch map is acceptable to both interests.

Revegetation of channel change banks with seed and mulch and willows or similar species will be required.

Att.
GCW:mc

cc J. H. Versteeg (w/att)
Walt Hart "
Gary Potter "
C. O. Fredrickson "

1 copy
copy
copy
copy

RECEIVED
OCT - 7 1975
ROAD

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Driveway-1

(79) L C.I. to Be
Install Extg 4" Tile as required

(80) L [illegible] - 6+36.76 Rt Const Tie Down-1
Instl 12" Culv Pipe - 22'
To Be C.I.
Remove Extg Culv Pipe

(81) L 6+14 - 6+32 Rt Const Driveway-1
Instl 12" Culv Pipe - 18'
To Be C.I.
Remove Extg Culv Pipe

(82) L [illegible]
Abandon Extg Culv Pipe
Remove 18' of Pipe

(83) L [illegible] - 6+76.46 Lt
Instl Type X Fence (Tie)

(84) L 65+95 Rt
Const Hd Apron - 1
Instl 12" Culv Pipe - 30'
To Be C.I.

(85) L 67+20 Rt Const
Const Hd Apron
Instl 12" Culv Pipe - [illegible]
To Be C.I.

(86) L 71+80 - 71+90
Const Channel Chang
to Dtm Sl 2:1
Cum Exc - 2015 CY

(87) Calibrate Extg Pavmt

Jos. D. & Alice L. Knopf
V 9 P 406

400' SP
S 14°00'
a = 1.75

7°00' CL
Ts 580.18
Td 49°26'30"

Proposed

(91)

(90)

(94)

(95)

(87)

(88)

(89)

(86)

(92)

(93)

Grid Az 23°22'30" E

Grid Az 69°55'38" E

120

90

90

Grid Az 69°39'19" E
2008588 N
17,902.49 E

8560

File BR 662A

OREGON STATE HIGHWAY DIVISION

FHWA Ref. 1041BR

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 3, 1975

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Mr. Green:

Rock Creek Bridge
Rock Cr.-Sheridan Sec.
Yamhill Co.

Present plans are to offer the contractors an alternate choice in bidding this project for either a long span pipe or a single span bridge structure. Because of the extreme skew of the existing creek bed, a channel change will be required for either choice. The final location and extent of the required channel change has not been determined and is under review by our Location Section.

Foundation investigation in this area indicates gravel deposits in this area are extremely variable in depth and density and cannot be relied on to be satisfactory for support of spread footings. Further, the single span bridge supported on piling driven through the approach fills is considered to be more economical than excavation down to underlying siltstone for spread footings, with wall or column construction up to the superstructure. If a long pipe span is used, subexcavation will be required and backfill of suitable material for support of the pipe. The depth of this excavation can only be determined during construction as suitable foundation material is exposed as is discussed in the Addendum to the Foundation Recommendation.

RECEIVED
STATE HWY ENGR
OCT 3 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Further consideration will be given to the foundation requirements for either structure when the final channel change location is determined. Some minor shift in alignment of the centerline at the structure site may also occur.

Funding of this project is contemplated to be by State Bond unless SBRP funds are available.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

JLD/ag

cc E. S. Hunter

Form FHWA 121 (Rev. 5-73)

8560

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 29, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project RS-454(-)
Rock Creek Bridge
Rock Creek-Sheridan Section
Willamina-Sheridan Highway

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. E. S. Hunter, Deputy State Highway Engineer

NOTED
S. HUNTER

We have reviewed Mr. Wallace's submittal of September 15 enclosing the foundation report and an addendum with the recommended foundations for the Rock Creek structure. The information indicates that it is possible to reduce the environmental impact by moving the structure over the existing streambed which eliminates the long channel change. We recommend this shift.

Cost information also shows a long span culvert is competitive with a bridge. Using recent figures from a long span pipe in Seattle we find that the costs may even be less than the proposed structure. According to the foundation plan the sand and gravel supporting strata will probably be at elevation 190^{+}_{-} in the old channel which would require little excavation and backfill. We recommend that you take alternate bids using a long span culvert and the proposed bridge.

If sand and gravel is found in the creekbed at elevation 190 when the structure is shifted back on line, a spread footing might be a consideration. However, if this material is the brown, clay sand with some organic material we feel that piling would be the best solution. It might be necessary to reevaluate the pile proposal and drill another hole to verify the type of material in the structure area.

RECEIVED
STATE HWY ENGR
SEP 30 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig - Fact Book

G. L. Green

8560

'57

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 16, 1975

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Rock Creek Section
Willamina-Sheridan Highway
Yamhill County

TO: MEMO TO THE FILES

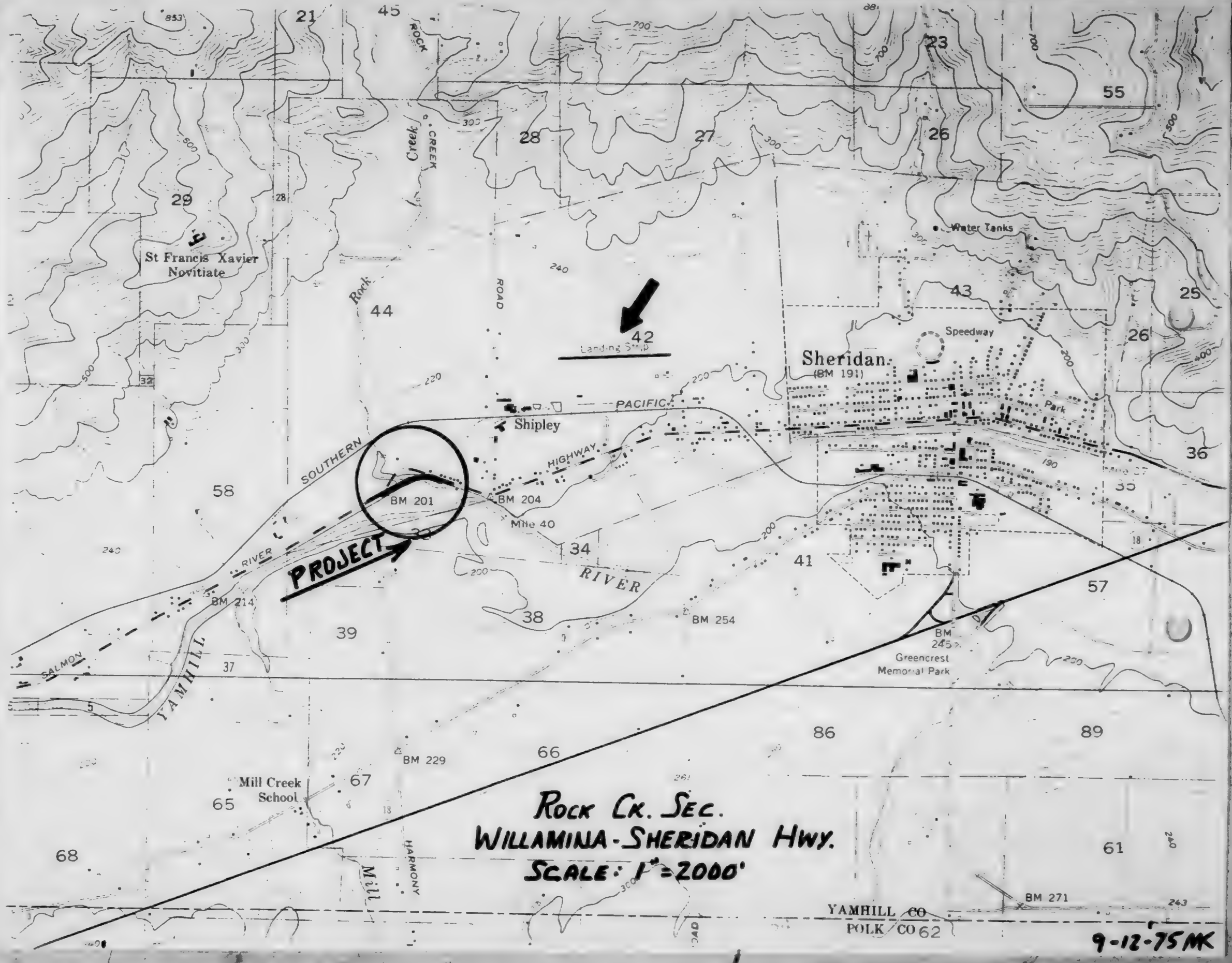
The project has been checked for possible conflict with FAA Standards Part 77.13 (Construction or alteration requiring notice). The existing landing strip is located approximately 3,000 feet northeasterly of the subject project at an approximate elevation of 210 feet. Elevation of the proposed project is approximately 203 feet with no major change anticipated. There would be no conflict nor would a notification of construction be required.

MK:we
cc: Roy Raasina

Versteeg ✓
A. Olson
2 Terpin 1
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 15 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other


St Francis Xavier Novitiate
Rock Creek
CREEK
ROCK
ROAD
Landing Strip
Water Tanks
Speedway
Sheridan
(BM 191)
Park
PACIFIC
HIGHWAY
SOUTHERN
Shipley
BM 201
BM 204
Mile 40
PROJECT
RIVER
BM 214
SALMON
YAMHILL
BM 254
BM 245
Greencrest Memorial Park
BM 229
Mill Creek School
HARMONY
Mill
BM 271
YAMHILL CO
POLK CO
ROCK CK. SEC.
WILLAMINA-SHERIDAN HWY.
SCALE: 1"=2000'
9-12-75 MK

8560

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 25, 1975

RECEIVED
STATE HWY ENGR
JUL 25 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Alt | File

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

Rock Creek Bridge
Willamina-Sheridan Highway
Yamhill County-Bridge 662A

A corrected Vicinity Map (Drwg. 29719) showing the channel change as now proposed is enclosed. It is our opinion that this channel change will have no detrimental effect on the stream. It will not shorten the length of the waterway. The creek gradient here is mild and its channel is shallow, less than ten feet. Adjacent low lands are inundated during floods practically every year. Mr.Lauman of the Wildlife Commission has reviewed the project as proposed and indicated his opinion that the channel change is acceptable.

Crossing the existing stream on the proposed roadway alignment is estimated to cost approximately $60,000 more than making the channel change and shortening the crossing. The bridge opening as proposed provides about 50% more opening than the other alternates discussed in the hydraulic report, not 200% as was stated.

In view of very recent contract awards in the State of Washington on superspan culverts, revised estimates indicate this may be competitive with the slab bridge. We are proposing to give the contractor the option of the 11'-11" x 20'-2" superspan ($80,000) or the 59' prestressed slab span bridge ($84,000).

We hope this answers some of your concerns and that you will

approve this proposal so that if Special Bridge Replacement Program funds were to become available, there would be no delay in processing the project.

Very truly yours,

Walter J. Hart
Bridge Engineer

L. L. Wallace
Bridge Design Engineer

JEB:smd

Encl.

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
J. H. Versteeg
W. N. Hackleman

8560

9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 30, 1975

In reply refer to: 1041BR.1

SUBJECT: Oregon Project RS-454(-)
Rock Creek Bridge #662A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed Mr. Wallace's May 19 submittal on the Rock Creek Bridge. The environmental assessment which we received several weeks ago had very little to say about the proposed channel change. From the May 19 submittal it appears that the channel change (700'±) has a considerable effect on the stream. In view of the fact that you prefer a bridge at this site and the hydraulics report states that the structure gives three times more waterway area we wonder why the extensive channel change. It is our feeling that you should restudy the proposal and see if you can reduce the impact on the channel and still maintain reasonable geometrics without alterating the costs appreciably.

NOTED
E. S. HUNTER
6/2

It is indicated in the transmittal letter that you would like this project included in the Special Bridge Replacement Program. Our May 6 memorandum to you listed the eligible SBR bridges and Rock Creek was not listed. We cannot, therefore, approve it as a SBR project.

for G. L. Green

RECEIVED
Salem Dist. Engr
JUN 3'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
L. JOHNS

RECEIVED
JUN 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8560

Robert W. Straub
xxxxxxxxxx

May 22, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administrator

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Redistribution of Special Bridge
Replacement Funds

The Oregon State Highway Division, as you know, has obligated its total fiscal year 1976 Special Bridge Replacement funds. In fact, these funds were insufficient to cover Bridge No. 583, Willamette River Bridge at Harrisburg, which has been contracted. The following is a listing of projects on which we could obligate additional monies by June 30 if the funds were available.

Br. No.	Name	Sufficiency Rating	Federal Funds
583	Willamette River Bridge at Harrisburg	48.1	$456,000
1821A	Grande Ronde River Bridge	26.2	$600,000
1251	Ritner Creek Bridge	59.4	$246,000

The above projects total $1,302,000 in federal funds. We believe that we can obligate the money and would appreciate anything that you can do to obtain funds for us.

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
W. J. Hart
J. H. Versteeg
Victor D. Wolfe

LWR:ljt

5/20/72

SBR Projects

1. Rock Creek Bridge

S.H.	$84,000
Gr. & Pave	201,000
	$285,000 ←

2. Island City Bridge

S.H.	$575,000
Gr. & Pave	224,000
	$799,000 ←

3. Elmer Cr. Bridge
S.H. $328,000 ←
Gr. & Pave - Fed. Funds

4. Lake Oswego Overhead
S.H. & Grade $320,000 ←

8560

8

OREGON STATE HIGHWAY DIVISION

File BR 662A

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 19, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Rock Creek Bridge
Willamina-Sheridan Highway
Yamhill County
Bridge 662A

Enclosed are two prints each of drawings 30655 and 29719 which are the plan and elevation and vicinity map for the Rock Creek Bridge. The foundation recommendations will be sent to you when they become available.

The structure carries two-way traffic on the Willamina-Sheridan Highway across the relocated channel of Rock Creek. Twelve-foot lanes and eight-foot shoulders are used to provide a 40-foot roadway. The required channel section is a 10-foot bottom width with 1 1/2:1 side slopes.

Several alternates were considered for this site with the conclusion that the prestressed slab bridge would provide an easily constructed crossing at lowest costs with no hydraulic restrictions. The alternates and costs, including an allowance for engineering and contingencies, are as follows:

11'-11" x 20'-2" Superspan	$ 90,500
59' P/S Slab Span on Pile Abut	84,000
Triple 120" Str. Plate Pipes	102,000
Dble 10' x 9' R.C. Box Culvert	89,650

RECEIVED
MAY 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Traffic will remain on the existing alignment during construction on new alignment. The new crossing is required because the old structure is deteriorated and improved alignment is desired.

This is being sent to you for preliminary approval and acceptance under Special Bridge Replacement Project financing per April 7, 1975 letter from H. S. Coulter

Very truly yours,

Walter J. Hart
Bridge Engineer

L. L. Wallace
Bridge Design Engineer

JEB:dh
Enclosure

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

8560

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 8, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Attention Mr. H. A. Schell, Jr.

Dear Mr. Green:

Special Bridge Replacement Program

The following is a summary status report of the top 20 bridges on the State's Special Bridge Replacement List. Six structures have been added to this list of 20. These are the structures for which revised ratings have been submitted and which are anticipated to have low sufficiency ratings.

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
1	9069	Second St., LaGrande	22.0	

City of LaGrande project. Preliminary design completed by Oregon Bridge Engineering Co. No work on final design pending decision on financing by the City and approval of participation by the Union Pacific Railroad. The existing Second St. overcrossing cannot be closed until the now-under-construction LaGrande Undercrossing is completed.

2	18T01	Cosine Cr. in McMinnville	23.7	$ 360,000

This crossing on Davis St. is under study by the City. Proposed replacement is with a culvert and embankment. Funding was to be the subject of a special city bond issue.

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APR 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
3.	32C11	Bear Cr., Wallowa County	36.3	$ 150,000

Presently programed for replacement as an FASC project. Scheduled for contracting 6-19-75.

4.	12935	Thomas Creek Br., Linn Co.	42.1	200,000

No survey for replacement to date.

5.	6070	Oswego Lake Outlet, City of Lake Oswego	43.1	350,000

Preliminary plans have been approved by the City. The State is preparing final plans for the City. The City anticipates having their share of financing available after July 1, 1975 for replacement under the SBR fund if such funds become available.

6.	574	Nehalem River Bridge Highway 9	44.0	1,600,000

No survey for replacement to date.

7.	583	Willamette River Bridge at Harrisburg	48.1	1,438,532

Unobligated 1975 and 1976 SBR funds have been applied to reconstruction of approaches now under contract.

8.	1000	Snake River Bridge Idaho Ave. in Ontario	48.3	2,000,000

Design is 15% complete. No active design at this time. Scheduling is dependent upon release of additional SBR funds and Idaho's ability to finance their share.

9.	13089	Beaverton Creek	49.2	105,000

No survey to date.

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
10.	1C117	Powder River Bridge	51.2	$ 100,000

No survey to date.

11.	662	Rock Creek Bridge	51.9	360,000

Replacement proposed—a super span arch. Scheduled for third quater 1975.

12.	7C11	Crooked River Bridge at Lone Pine	52.4	280,000

No survey to date.

13.	200	Hood River Bridge at Hood River	52.7	605,000

Old survey would require re-evaluation. No active work at this time.

14.	7C12	Crooked River-Elliott Rd.Br.	53.1	165,000

No survey.

15.	598	Coquille River at Coquille	53.7	1,625,000

Major relocation. No work at this time.

16.	2058	Santiam River at Mill City	53.9	

Sufficiency rating being reviewed. Existing bridge may not warrant present rating. No replacement being planned.

17.	2728	Willamette River-Van Buren St., Corvallis	54.6	3,100,000

Survey completed. Preliminary structural design complete. Public hearing and EIS required. No active design work at this time.

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
18.	1731	Malheur River Bridge	56.8	$ 700,000
Plans are 90% complete. Scheduled for third quarter 1975.				
19.	1803B	Millican Creek Bridge	57.0	265,000
No survey to date.				
20.	1251	Ritner Creek Bridge	57.4	520,000
Plans 90% complete. Scheduled for 6-19-75.				
		Yachats River Bridge		600,000
Plans 80% complete. Scheduling contingent upon availability of SBR funds.				
		Chehalem Creek Bridge		2,650,000
Plans 70% complete. Scheduled for 6-19-75.				
		Polaski Creek Bridge		
No survey to date.				
		Williamson River Bridge		
No survey to date.				
	4821A	Grande Ronde River Bridge at Island City		700,000
Plans are complete. Scheduling contingent upon availability of SBR funds.				

If there is unrestricted release of Special Bridge Replacement funds, the State would be able to contract between June and September of 1975 the

bridges listed under Items 3, 5, 11, 18 and 20, plus the Yachats River Bridge, the Chehalem Creek Bridge, and the Grande Ronde-Island City Bridge.

Very truly yours,

Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
H. S. Coulter
L. W. Rulien
John H. Wood

8560

9

OREGON STATE HIGHWAY DIVISION

P.O. BOX 30 • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 7, 1975

Glen L. Green, Division Engineer
Federal HIghway Administration
447 Cottage Street N.E.
Salem, Oregon 97301

Re: Special Bridge Replacement Program

Dear Mr. Green:

Enclosed are Structural Inventory and Appraisal Sheets and computer cards for five bridges that deserve replacement consideration under the Special Bridge Replacement Program.

A recent review of our inspection reports and load ratings indicated that three bridges currently on file need updating to more accurately reflect the condition of the structures. These three structures are:

Bridge No. 2054, Chehalem Creek,	Hwy. 1W
Bridge No. 662, Rock Creek,	Hwy. 157
Bridge No. 1173, Yachats River,	Hwy. 9

The review also indicated that the following two structures should be added to those currently on file:

Bridge No. 1058, Pulaski Creek,	Hwy. 244
Bridge No. 5478, Williamson River,	Hwy. 427

Please send these applications to your Washington office so that the new data may be incorporated in our priority bridge list.

Very truly yours,

H. S. Coulter
Asst. State Hwy. Engineer

JWW:jes
Enclosures

FORM E-30

OREGON STATE HIGHWAY DIVISION

PRO 4-3

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE March 25, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Rock Creek-Sheridan Section
Willamina-Sheridan Highway
Yamhill County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of nonmajor action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:bb
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County-City
D. E. Swan
B. L. Gifford
C. O. Fredrickson
F. T. Lacey

APPROVED
E.S.H.
E. S. Hunter
Date 3-27-75

RECEIVED
MAR 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-27-75
ORIGINAL TO
L.W. Rulien
w/att.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date Jan. 27, 1975

A. PROJECT IDENTIFICATION

Name of Project Rock Creek-Sheridan (Section) RS-454(-)

Location of Project - Willamina-Sheridan (Highway Name) State Hwy No. 157 (Highway No., US - ORE)

(City) Yamhill (County) 2 (Region)

(Possible conversion to Fed.aid)

Program State Bond (Funding) $864,500 (Estimated Cost) 136-1416 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Proposed project would improve the highway alignment and width between Rock Creek and Sheridan and replace a narrow wooden structure that has deteriorated to a point where reconstruction is necessary.

Origin and History: Rock Creek Bridge section, which encompasses approximately 0.7 mile of the overall project, was originally surveyed in 1965 as a bridge replacement program. Due to poor alignment in this area, realignment

(see Page 1A)

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Overall length of project is 1.6 miles.

Termini The project was located as two units. Unit 1 extending from the Sheridan west city limit to the west approximately 0.85 mile to the beginning of the Rock Creek Bridge Section. The Rock Creek Bridge section (unit 2) extends on to the west another 0.7 mile terminating approximately 1,000 feet west of the existing Rock Creek Bridge.

Alignment (new or existing) The Rock Creek Bridge Section (0.7 mile) would be a new alignment to eliminate a reversing curve and ease a sharp curve at Rock Creek Rd. The remainder of the project (0.85 mile) would be generally along the existing center line. The alignment of a 45 mph curve on this section would also be improved.

CATEGORY 3 PROJECT
NON-MAJOR

Form (?)9-74

considerations were also made. District 3 council of governments have since assigned this section priority number ten. This project has been placed on the six year program to be done with bond funding.

The remainder of the project, from the west city limits of Sheridan to Rock Creek Road was added to the proposal to upgrade the existing highway through this section to the same standards as those proposed for the Rock Creek Section.

As a result of the proposed curvature easements, the yard areas of several residential properties will be reduced.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Undeveloped land, pasture land, and residential yards. Approximately 5.2 acres of land would be required.

Typical Section Two travel lanes with standard paved shoulders are proposed for both units of the project.

Bikeway None proposed.

Structures Several alternate proposals are being considered to replace an existing untreated wooden Structure. The most economical of these appears to be a super span culvert. Hydraulic considerations are equal in all alternatives.

Access Control Limited as to location and width, unrestricted as to land use.

Materials Adequate quantities are available from local commercial sources.

Borrow and Waste Disposal Project will require outside source of embankment material.

Special Construction Methods Since this is an improvement of an existing facility, construction methods will have to be employed that will allow continued use of roadway. Also, access to residences will have to be maintained daily.

Characteristics (ADT)

1974 ADT is 3,500 vehicles of all types. Projected ADT (1994) is 5,600 vehicles of all types. Truck traffic comprises 8.5% of the total ADT, for 1974 & 1994.

Other General Information (or Supplemental information to items) This project is in two units: Unit 1 (Easterly unit) easterly and westerly termini are "L" 0+00 (West City Limits of Sheridan) and "L" 45+00, respectively. Unit 2 (Westerly Unit) easterly and westerly termini are "L" 45+00 to "L" 82+50, respectively. This project is in two units because Unit 2 was originally considered in 1965 and unit 1 was proposed at a later date.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Slight location alternates will be considered in improving the reversing curve section of the west unit (unit 2).

Several design alternates are available in replacing the existing wooden structure. These include double RCBC, triple structural plate pipe, double structural plate arch pipe, single "super span" culvert, or a conventional concrete bridge.

Economical considerations indicate single "super span" culvert most desirable.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Public input accounts for District 3 COG placing this project in position number ten on their priority list.

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type _____ Tentative Date(s) _____

A-95 Review: ☐ Not Required ☒ Required

Date Submitted _____ Date Received _____

Expected Coordination with Local, State and Federal Agencies Contact required with Oregon Fish Commission due to fish considerations affecting Rock Creek and S. Yamhill River.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Yamhill County, City of Sheridan, and District 3 COG as well as concerned area residents will be contacted during EIS preparation.

F. STATUS OF PROJECT DEVELOPMENT

OSHD			FHWA	
Status		Date	Status	Date
☐	Survey Authorization		☐ Systems Planning	
☐	Reconnaissance		☐ Prel. Engineering	
☒	Field Location	started 8/7/74	☐ Corridor Approval	
☐	Office Location		☐ Design Approval	
☐	Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐	Office Prel. Design			
☐	Final Design			
☐	Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Project begins near the west city limits of Sheridan and runs westerly through a mixture of commercial and residential development.

Alignment is primarily tangent but with three rather sharp curved sections, all slated for improvement. Grade is basically flat following the normal contour of surrounding area.

The proposed new alignment and structure on the west end would require construction of a channel change for Rock Creek. The old channel would be filled in as part of this work for aesthetic considerations.

This extreme westerly portion of the project is flooded almost yearly by the south Yamhill River overflowing its banks.

Grade line proposed for this section is above high water elevation.

No unusual drainage or soil problems, other than previously mentioned, are anticipated.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The West Main Water Association, Portland General Electric, and the United Telephone Co., Northwest Natural Gas Co. utilities will be affected by construction.

Projects of this type are considered to be unrelated to any increase in noise levels or to significantly change the ambient air quality.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Rock Creek Bridge Section: Maximum of 5 acres, majority of which is deciduous trees and brush and is not being used for any purpose. Right of way requirements also reduce yard area of several residences and in one instance, new R/W line would encroach within approximately 14' of one home.
From just easterly of Rock Creek Road to WCL of Sheridan, a minimal amount of R/W may be required in one location only. Will have no detrimental effect on adjacent property.

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Care will be required in excavation of channel change and structure installation to keep adverse effects to a minimum. Contacts have been made with Oregon State Fish Commission. They have stated that while Rock Creek has some fish habitat, it is not considered a significant fishery resource.

Consequences:

Undue siltation or disturbance of stream bed could cause fish losses.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None.

Consequences:

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

Construction of the proposed alignment change and channel change on the Rock Creek Bridge section would displace wildlife habitat. This would not be a significant amount of the total available habitat in the area.

7. Potential for Controversial Issues:

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist		X	
Urban Economist			
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:
  MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
  AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
  MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

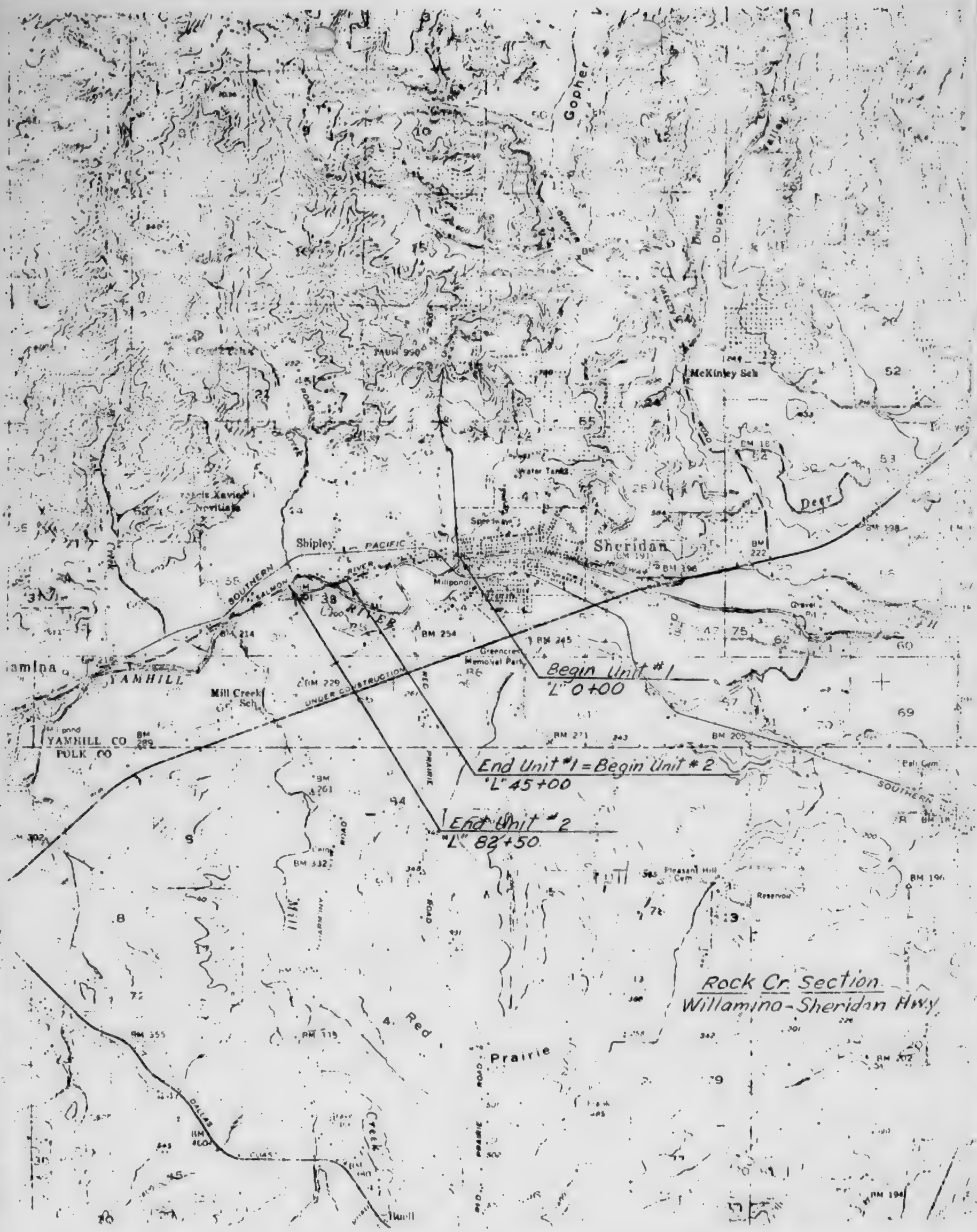
J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☑ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other _____

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.


Gopher
Dupee
McKinley Sch
Water Tank
Deer
Sheridan
Shipley
PACIFIC
SOUTHERN
SALMON
RIVER
Millpond
Greencreek Memorial Park
Begin Unit #1
"L" 0+00
End Unit #1 = Begin Unit #2
"L" 45+00
End Unit #2
"L" 82+50
Mill Creek Sch
UNDER CONSTRUCTION
YAMHILL CO
POLK CO
YAMHILL
Pleasant Hill Cem
Reservoir
Red
Prairie
ROAD
Creek
DALLAS
Rock Cr. Section
Willamina - Sheridan Hwy.

8560

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1975

In reply refer to: 1041BR.1/407.4

SUBJECT: Special Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Rulien's March 24, 1975 letter requested that we include three structures to the list of bridges eligible for SBR funding. I am sorry, but I do not have that authority.

Our Washington, D. C. office maintains an inventory of all the State bridges in their computer. This data is information that has been furnished by the State. If you find that the data furnished has become invalid or needs to be changed for one reason or another; it is necessary for you to furnish new data to the Washington computer. With the new data, a new priority list can be computed. This procedure is covered in FHPM 6.7.4.1.

G. L. Green

RECEIVED
STATE HWY ENG.
MAR 26 '75
REFER TO
FOR
Insp Inve R/D S.R. Spec Ass't

3-27-75

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Robert W. Straub
xxxxxxxxxxx

March 24, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY
L. W. RULLEN
L. W. Rullen
Project Management Engineer

SUBJECT Eligible Structures
(SBRP)

Attached is a sheet indicating the structures in Oregon that have been declared eligible for Special Bridge Replacement (SBRP) since the inception of this program. You will note that 12 structures have been reconstructed (7 under this program and 5 under other programs). Current records indicate that the following structures remain eligible:

Br. No.	Name
596	Coquille River
1251	Ritner Creek
9069	2nd Street (La Grande)
18101	Cozine Creek
2478	Coalbank Slough
12935	Thomas Creek
6070	Lake Oswego Outlet

We have received verbal approval from your office to add the Harrisburg Bridge (583) to the eligible list and we are asking that the following additional structures, which are high on the priority list, be made eligible for future funding:

Br. No.	Name
662	Rock Creek
2054	Chehalem Creek (Newberg)
1173	Yachats River

LWR:bb
Attach.

cc: E. S. Hunter
E. L. Hardt
D. H. Hoehring

LARRY

SPECIAL BRIDGE REPLACEMENT

	Hwy. No.	County	Route No.	Region	Section	Work	Estimated Cost 1975	Date Contract	Contract Amount	Rema
					FHWA APPROVED 8-10-71 INDEPENDENTLY					
	450	Malheur	-	5	Snake River (Adrian) Br.	Structure	716,200	6-12-72	716,200	
					FHWA APPROVED 5-5-72 INDEPENDENTLY					
	211	Linn	OR 226	2	Sanderson Bridge	Structure	1,385,500	8-8-72	1,385,500	
					FHWA APPROVED 12-29-72					
	-	Deschutes	793	4	Little Deschutes Riv. (Montgomery) Br.	Structure	118,200	10-8-73	118,200	
2	-	Washington	631	1	Tualatin Riv. ((Golf Course Rd.) Br.	Structure	534,200	5-8-74	534,200	
3					Burnt River Br.	-	-	-	-	Project Not on
4	-	Lane	226	3	Woahink Lake Br.					
5	-	Lane	226	3	Woahink Lake Br.	3 Structures	588,300	11-16-73	588,300	
6	-	Lane	226	3	Woahink Lake Br.					
7	-	Washington	837	1	Prickett Cr. (Stringtown Rd.) Br.	Structure	18,600	10-16-73	18,600	
8	-	Marion	147	2	Silver Cr. (Main St.) Br.	Structure	187,100	6-6-74	187,100	
9	244	Coos	-	3	Coquille Riv. Br.	Structure	1,625,000	-		
10	191	Polk	OR 223	2	Ritner Creek Br.	Structure	198,000	-		
					FHWA APPROVED 5-21-74					
1	City St.	Union	-	5	U.P.R.R. 2nd St. (La Grande)	Structure	1,290,000			
2	City St.	Yamhill	-	2	Cozine Creek Br.	Structure	358,000			
3	9	Coos	US 101	3	Coalbank Slough Br.	Structure	1,230,000			
4	-	Josephine	17-110	3	Munger Creek Br.	Structure	55,000	-	-	Replaced by C
5	-	Coos	255	3	Coos River (Landrith) Br.	Structure	880,000	8-23-74	(1,507,400)	Secondary Ru
6	-	Crook	717	4	McKay Creek Br.	Structure	39,000	5-1-74	(68,000)	Secondary Ru
7	-	Wallowa	476	5	Bear Creek Br.	Structure	100,000		-	New Sec. Run
8	-	Clatsop	912	2	Humbug Creek Br.	Structure	115,000	7-6-72	(159,800)	Secondary Ru
9	-	Linn	763	2	Thomas Creek Br.	Structure	199,000			
10	-	Clackamas	-	1	Oswego Lake Outlet Br. (McVay Ave)	Structure	175,000			
						Total Contracts			3,548,100	
						Apport. Total			4,379,000	
						Total Apport. Balance			830,900	

3-20-75

LARRY

SPECIAL BRIDGE REPLACEMENT

Route No.	*Region*	*Section*	*Work*	*Estimated Cost 1975*	*Date Contract*	*Contract Amount*	*Remarks*
		FHWA APPROVED 8-10-71 INDEPENDENTLY					
-	5	Snake River (Adrian) Br.	Structure	716,200	6-12-72	716,200	
		FHWA APPROVED 5-5-72 INDEPENDENTLY					
OR 226	2	Sanderson Bridge	Structure	1,385,500	8-8-72	1,385,500	
		FHWA APPROVED 12-29-72					
793	4	Little Deschutes Riv. (Montgomery) Br.	Structure	118,200	10-8-73	118,200	
631	1	Tualatin Riv. ((Golf Course Rd.) Br.	Structure	534,200	5-8-74	534,200	
		Burnt River Br.	-	-	-	-	Project Not on System
226	3	Woahink Lake Br.					
226	3	Woahink Lake Br.	3 Structures	588,300	11-16-73	588,300	
226	3	Woahink Lake Br.					
837	1	Prickett Cr. (Stringtown Rd.) Br.	Structure	18,600	10-16-73	18,600	
147	2	Silver Cr. (Main St.) Br.	Structure	187,100	6-6-74	187,100	
-	3	Coquille Riv. Br.	Structure	1,625,000			
OR 223	2	Ritner Creek Br.	Structure	198,000			
		FHWA APPROVED 5-21-74					
-	5	U.P.R.R. 2nd St. (La Grande)	Structure	1,290,000			
-	2	Cozine Creek Br.	Structure	358,000			
US 101	3	Coalbank Slough Br.	Structure	1,230,000			
17-110	3	Munger Creek Br.	Structure	55,000	-	-	Replaced by County
255	3	Coos River (Landrith) Br.	Structure	880,000	8-23-74	(1,507,400)	Secondary Rural, County
717	4	McKay Creek Br.	Structure	39,000	5-1-74	(68,000)	Secondary Rural, County
476	5	Bear Creek Br.	Structure	100,000		--	New Sec. Rural County, Comm. 1-22-75
912	2	Humbug Creek Br.	Structure	115,000	7-6-72	(159,800)	Secondary Rural, County
763	2	Thomas Creek Br.	Structure	199,000			
-	1	Oswego Lake Outlet Br. (McVay Ave)	Structure	175,000			
			Total Contracts			3,548,100	
			Apport. Total			4,379,000	
			Total Apport. Balance			830,900	

8560

Form FHWA 1217 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RS-454(-)
Rock Creek-Sheridan Section
Willamina-Sheridan, Yamhill County
Project Assessment

DATE: March ~~20~~ 24, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's March 3, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

for G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAR 24 '75
REFER TO
FOR

3-24-75
ORIGINAL TO
L.W. Rulien
w/att.

3-24-75
Rulien - Pro... Inform...

RECEIVED
MAR 24 1975
OFFICE OF

8560

8

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 21, 1975

FROM: Walter J. Hart
Bridge Engineer

TO: Memo to the File

SUBJECT:

Priority List
Special Bridge Replacement Program

The following list is the top 20 priority listing of structures for replacement under the Special Bridge Replacement Program as received from Mr. R. Pillsbury of the Federal Highway Administration:

	Bridge No.	Route or Highway	Bridge Name	Sufficiency Rating
1.	9069	16T01	Second St. in LaGrande	22.0
2.	18T01	18T21	Cozine Cr. in McMinnville	23.7
3.	32C11	476	Bear Creek	36.3
4.	12935	763	Thomas Cr., Linn Co.	42.1
5.	6070	---	Oswego Lake Outlet	43.1
6.	574	9	Nehalem River Bridge	44.0
7.	583	58	Willamette River at Harrisburg	48.1
8.	1000	455	Snake River Bridge on Idaho Avenue	48.3
9.	13089	839	Beaverton Cr.	49.2
10.	1C117	01-109	Powder River	51.2
11.	662	157	Rock Creek	51.9
12.	7C11	531	Crooked River-Lone Pine Cr.	52.4
13.	200	26	Hood River Bridge	52.7
14.	7C12	537	Elliott Road Bridge (Crooked River)	53.1
15.	598	244	Coquille River	53.7

RECEIVED
MAR 2 1 1975
Office of
Assistant State Highway Engineer

NOTED
H.G. COULTER

	Bridge No.	Route or Highway	Bridge Name	Sufficiency Rating
16.	2058		Santiam River at Mill City	53.9
17.	2728	210	Willamette River Br. on Van Buren St.	54.6
18.	1731	455	Malheur River	56.8
19.	1803B	1W	Millican Cr.	57.0
20.	1251	191	Ritner Cr.	57.4

The initial indication from the Federal Highway Administration is that only those structures with a sufficiency rating less than 50 will be eligible for funding under the anticipated release of additional Special Bridge Replacement Funds.

WJH:dh

cc E. S. Hunter
H. S. Coulter
L. W. Rulien
John Wood

8560

9

FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1974

9

SUBJECT: Rock Creek Bridge
Rock Creek Section
Willamina-Sheridan Highway
Yamhill County

To:
Mr. E.S. Hunter
Assistant State Highway Engineer

The present wooden structure at this site has deteriorated to the point that reconstruction is necessary. It is on the list of priorities for bridge replacement, with a deficiency rating of 3447. The alignment of the bridge is also deficient, having a 20-degree curve on the easterly approach, reversing with a 12-degree curve on the westerly approach. The Mid-Willamette Council of Governments has established this project as its Priority 10 and has assigned $361,000 of its share of the $150 million highway bond issue for construction. The 1973 ADT is 3,350.

Three different study units were selected for analysis; these are shown on the attached plan, and their characteristics and estimated costs are tabulated below.

Study Unit	Est.Cost	Alignment Characteristics
#1 (w/structure)	$378,300	400' spirals, 7° 00' CL
#1 (w/super span culvert)	280,600	400' spirals, 7° 00' CL
#2 (w/structure)	320,700	200' spirals, 14° 00' CL
#2 (w/super span)	221,000	200' spirals, 14° 00' CL
#3 (w/super span)	90,360	Existing: West Side +450' 20° 00' CL East Side +200' tangent, +350' 12° 00" CR

We recommend that Study Unit #1, with super span, be considered for construction. Since the bridge needs replacement, it would be reasonable to improve the alignment as well to eliminate one of the most hazardous sections along this highway. Improving the alignment in the area would be a major contribution to the overall utility of the highway.

5-9-74
original & attachments to Vic Wolfe.

5-9-74

Vic
I agree w/ using Unit #1 and improving the other two curves
Ltr. all. EJH

RECEIVED
MAY 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

It can be seen from the 1" = 800' sketch map included here that there are only two other curves between Sheridan and Willamina greater than 10 degrees and these can be driven with much more confidence because of their small delta angles. Reconnaissance estimates have been made for improving these two curves to 50 mph design standards in the event this may be considered. Improving the 20-degree curve alignment and tying the reconstruction to the Rock Creek Section (Stations 49 to 61+50, 1" = 800' map) would cost about $135,000. A spot improvement of the alignment at the 18-degree curve (Stations 21 to 27, plus or minus) would require an additional $82,000. These estimates, like those of the Rock Creek Section, are based on two 12-foot travel lanes with 10-foot shoulders.

Victor D. Wolfe
Location Engineer

#1 20° #135,000
#2 18° #82,000
#3 Br. 281,000
#495,000

#1 + #2 281
135
#416,000

Attachments
WHT:jp

RECEIVED
MAR-
ENGINEER
COUNTY & CITY DIVIS

P. B. Arensmeier

Prefix No. 136-1416

LOCATION PROSPECTUS
ROCK CREEK SECTION
WILLAMINA-SHERIDAN HIGHWAY #157
YAMHILL COUNTY

NOTED
H. S. COX

NOTED
DON HANWELL

HIGHWAY: Willamina-Sheridan, State Secondary No. 157, Federal-aid Secondary No. 106.

TERMINI: The northerly end (M.P. 5.64) is approximately 0.9 mile southwest of the westerly city limits of Sheridan. The southerly end (M.P. 5.00) is approximately 0.5 mile southwesterly of the Rock Creek County Road. This is not an E.R. project.

NOTED
R. H. PRANGE

LENGTH: 0.64 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of the existing bridge across Rock Creek on new alignment. Reconnaissance is not necessary. Routine soils investigations will be conducted and special drainage studies will be made where required. An economic analysis is not needed. There are no towns affected by this project.

CHARACTERISTICS: Existing ADT is 2,500; projected 20-year ADT is 4,750. Existing rise and fall and central angle are 5 feet and 142 degrees respectively. The proposed rise and fall will remain the same. However, there will be approximately 57 degrees saved in central angle.

STANDARDS: Class "A(2)" maximum grade 5 per cent, maximum curvature 8 degrees. Deviations from State or AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes with 10-foot paved shoulders.

BRIDGE: Crossing of Rock Creek, horizontal clearance 44 feet with no sidewalks.

ACCESS: Limited as to location, width and unrestricted as to land use.

BASE: Tentative design for construction is:

Paving	1-1/2" A.C. Final
	3-1/2" A.C. Immediate
Top Course Base	2 " Leveling
Bottom Course Base	15-1/2" Coarse Base
Total Depth	22-1/2"

MATERIAL: Adequate quantities available from commercial sources.

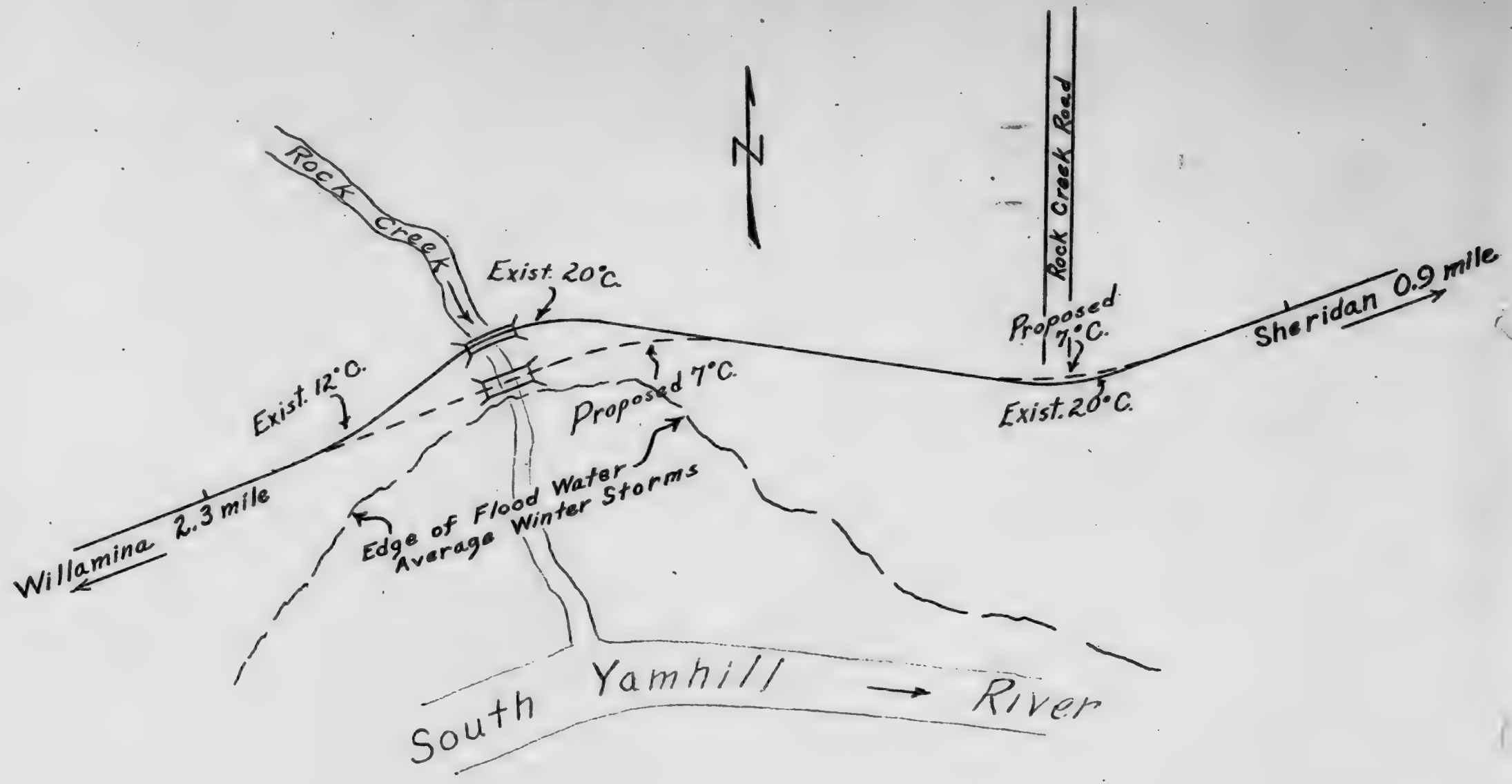
ADDITIONAL FACILITIES: No railroads affected. Routine utility adjustments required of Oregon-Washington Telephone Company and Portland General Electric Company.

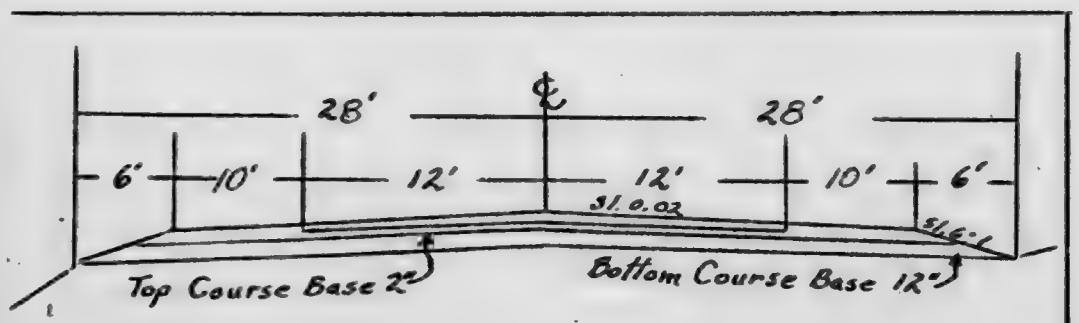
AGREEMENTS: None anticipated at this time.

PARKS: None affected.

March 4, 1965
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

T. 5 S., R. 6 W. W.M.





PROSPECTUS MAP

Rock Creek Section
Willamina-Sheridan Highway No. 157
Yamhill County

Ross M. Harris — Res. Engr.
No Scale — 2-1-65

8561 N.E. 20th St.-N.E. 8th St. 1977
(Newport) Sec. of Oreg. Coast Hwy.
(Paving)

8561

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lincoln	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
10/18/78	Bill Kappus, Area Engineer		HHS-2-4(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
8/19/77	10/13/77	78 %	50 days
APPROVED EXTENSIONS	**LOCATION**		
None	Newport, Oregon, Hwy. 101, from N.E. 20th St. to N.E. 8th St.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N.E. 20th ST.-N.E. 8th ST. (NEWPORT)
OREGON COAST HWY.
Paving

This project provided for an asphalt concrete overlay of 0.88 miles of pavement in the City of Newport, Oregon.

The final project cost was $58,121.35 which underran the original estimate by 31%. This underrun was a result of reducing the project length from 1.08 miles to 0.88 miles without reducing the quantities.

The final inspection of this project was made August 25, 1977.

All appropriate documents have been received and the project is considered acceptable.

COPY SENT
OCT 30 1978
Washington

RECEIVED
STATE HWY ENGR
OCT 3, '78
REFER TO
FOR
Info | Invest | P&D | D R | Sign | Act | File

10-31 by Kraig

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed By WILLIAM H. KAPPUS Area Engineer — W. H. Kappus		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer — G. K. Hossner	
TITLE: Area Engineer	DATE: 10-25-78	TITLE: Field Operations Engineer	DATE: 10/27/78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8561

8

October 31, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On October 14, 1977, we wrote to you concerning release of final payment on Contract No. 8561 for paving on the N.E. 20th Street-N.E. 8th Street (Newport) Section of the Oregon Coast Highway in Lincoln County.

Final payment on this contract is $3,381.23 and the total contract amount is $44,696.95. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Road & Driveway Co.
P. O. Box 730
Newport, OR 97365

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-2-4(3)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70597-11

COUNTY NAME
Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-8-77	7-27-77	Primary 2	Primary 9

GENERAL LOCATION:

"NE. 20th Street - NE. 8th Street (Newport)

GENERAL DESCRIPTION OF WORK:

Permanent signing - furnished and installed by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

XX CONSTRUCTION - PROCEED ON ~~ANY~~ ~~PROJECT~~ OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-10-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 1 at a total estimated cost not to exceed $3,005 Federal Funds $2,700

NOTED
F. B. KLABOE

Keasey
11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-77	G. K. Hoosner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8561

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. 20th St.-N.E. 8th St. (Newport)		WEEK ENDING: 27 Aug 77
		SECTION PREFIX: 21-1003
HIGHWAY: Oregon Coast		COUNTY: Lincoln
NAME OF JOB: N.E. 20th St.-N.E. 8th St.(Newport)	KIND OF WORK: Paving	
CONTRACTOR: Road & Driveway Co.	CONTRACT NUMBER: 8561	FEDERAL AID PROJECT NUMBER: HHS-2-4(3)
DATE OF CONTRACT: 28 Jun 77	DATE WORK STARTED: 12 Jul 77	ESTIMATED COMPLETION DATE: - - -
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: SUPERVISION:	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: 50	CALENDAR DAYS USED: 39
PROJECT AUTHORIZATION: $84,500.00	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 78
EXCLUSIVE OF ENGINEERING: $77,120.27	ENGINEERING AUTHORIZATION: $7,379.93	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $53, 719.	ENGINEERING COST TO DATE: $6,821.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 66
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 30 %	PERCENT OF AUTHORIZATION . . . . . 92 %	DATE PROJECT WAS COMPLETED: August 19, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.88
MILES PARTIALLY COMPLETED					
MILES COMPLETED					0.88
TOTAL ESTIMATED QUANTITIES (CONTRACT)					2800 ton
TOTAL QUANTITIES CORRECTED TO DATE					2035
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					2035
AVERAGE DAILY QUANTITIES					---
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					--
HOURS PER SHIFT					--

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8-21	Overcast			Calendar Day count was stopped on Friday,
MONDAY 8-22	Clear & Warm			August 19, 1977.
TUESDAY 8-23	Rain			
WEDNESDAY 8-24	Cloudy & warm			
THURSDAY 8-25	hain			
FRIDAY 8-26	Overcast & cool			
SATURDAY 8-27				

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inioes
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
AUG 29 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

8-21 SUNDAY	No Activity
8-22 MONDAY	State striping crew completed permanent striping on project under SFO #2.
8-23 TUESDAY	No Activityfor remainder of week.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection of the project was made Thursday, August 25, 1977. Inspection was made by K. Royer, Regional Construction Engr.; G. Hopkins, Construction Field Engr. (Br.); Lynn McKibben, Asst. Dist. Engr.; P. Kiedl, FHWA Area Engr.; Ross Harris, retired Res. Engr.; R. Wiernert, contractor; and myself.

This is the final weekly report to be submitted for this project.

SIGNED Charles W. Ellery LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8521

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-8-77

FEDERAL AID PROJECT NO: HHS-2-4(3)

STATE PROJECT NO.: See Below

COUNTY NAME: Lincoln

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70597-11

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-8-77	6-8-77	Primary 2	Primary 9

GENERAL LOCATION:

"20th St.-8th Street (Newport) Section"

GENERAL DESCRIPTION OF WORK:

Paving (Code Y008-Miles 0.881)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Permanent Pavement Striping (SF) $2,500

- ☐ ACQUISITION OF RIGHT OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCFED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6-6-77 letter I concur that it is in the public interest to permit a two week advertising period.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6-6-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $93,593-Federal Funds $84,233.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-8-77	G. K. Hassmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8561

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 26, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project F-2-4(-)
PROJECT ASSESSMENT
8th St.-20th St. (Newport) #9
Lincoln County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' May 17, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also agree with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD(Potter)
" (Reg. 2, Welsh)
ODOT(Laux)

RECEIVED
STATE HWY ENGR
JUN 9 '77
REFER TO

8561

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-31-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-2-4(3)

E PROJECT NO.
See below

COUNTY NAME
Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70597-11

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 2 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	5-25-77	Primary 2	Primary 9

GENERAL LOCATION:
"20th St.-8th St. (Newport) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility preparatory work
  TEC not to exceed $3,000 - F.F. $2.700
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-24-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

As requested in Mr. Swan's 5-24-77 letter, you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-31-77	G. K. Turner	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8561.

OREGON STATE HIGHWAY DIVISION

Form A-101—(11-71)
SP*67809-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Newport
City Council
City Hall

Newport, OR 97365

Attention of Mr. Donald Davis
City Manager

Request No. (assigned by staff engineer or head of section) CC 1730

Date May 26, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Installation $42,200

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the installation of traffic signals at N.E. 20th St. and Hwy. 101. Covered by agreement dated 2/15/77 and numbered 5912 To be retained	38,200	4,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 42,200

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 21-8201

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: George Hopkins
George Hopkins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

OFFICE OF THE CITY MANAGER

8561

May 3, 1977

REGION 2 ENGINEER
RECEIVED
RE | RCE | [illegible] | RTE | ROE
ULE | GEO | RSO | ROC | RFE

Mr. Phil Sterns
Region II Federal Aid Engineer
P.O. Box 30
Salem, Oregon 97310

Dear Mr. Sterns:

Enclosed is a City of Newport check in the amount of $22,200. You will receive two additional checks in the amount of $10,000 each from Safeway Stores, Inc. and Payless Drug Stores, Inc. They will be coming to you addressed to the attention of Mr. John Sheldrake, Department of Transportation, East Salem Highway Bldg., 2960 E. State Street, Salem, Oregon. This is the address that Mr. Weaver gave me over the telephone on April 29.

We are attempting to get this money to you this week as we were led to believe that this job could be awarded immediately upon receipt of the money. I hope that May 27 is not the date now that the State intends to wait for before awarding this project. This signal is needed very badly and we hope it will be in by the first of July.

Sincerely,

CITY OF NEWPORT

Donald A. Davis

Donald A. Davis
City Manager

DAD:mjw

Enclosure

RECEIVED
MAY 10 1977
HIGHWAY ACCOUNTING

8561 3

May 2, 1977

City of Newport
City Hall
Newport, OR 97365

Attention Mr. Donald A. Davis
City Manager

Gentlemen:

On April 29, 1977 a satisfactory bid was received from Hamilton Electric, Inc., Eugene 97401 for a traffic signal on the Oregon Coast Highway at 20th Street (Newport) Section. This is a co-operative project.

The anticipated construction cost based on their bid is as follows:

Bid Items	$16,500.20
Signal Material from State	20,000.00
4-1/2% Contingencies	1,642.51
10% Engineering	3,650.02
Estimated TOTAL Cost of Installation	$41,792.73
Preliminary Engineering Charges	392.12
CITY ADVANCE DEPOSIT	$42,184.85

(Rounded to $42,200.00)

Please make your check in the amount of $42,200 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, P. O. Box 30, Salem, OR 97310, prior to May 27, 1977.

Very truly yours,

Robert H. Prange
Local Projects Manager
Local Government Programs Unit

HR:ljt

bc w/att.: Phil Stearns--Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-285 and submit to Finance Branch.

NOTED
M. MINOR C. HOLMES

8561

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 12, 1977

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
8th St. - 20th St. (Newport Sec.)
Title II
Oregon Coast Highway
Lincoln County, Oregon

NOTED
E. S. HUNTER

The subject project is being advanced as a high hazard elimination or modification project to be funded under the Title II section log of the Highway Safety Act of 1973. The project is 0.66 mile in length and is between MP 139.32 and 139.98 on the Oregon Coast Highway.

The purpose of the project is to resurface and restripe the existing facility. The existing facility provides four lanes of traffic with parking on both sides. The proposal is to restripe the highway, to provide four traffic lanes, a continuous left turn median, and eliminate roadside parking.

Average daily traffic in 1975 was 11,900 vehicles of all types. A twenty year projection is for 20,230. There were 135 accidents on this section of highway between 1971 and 1975. Rear end and turning movement collisions were the primary type of accidents.

The project has been assessed for its potential impact on the quality of the human environment. No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that this project be considered a non-major action to be included under the Statewide Safety Assessment.

GAP:cjh

cc: E. S. Hunter ✓
John Sheldrake
Eddie Welsh
L. E. George
Bill Kappus-FHWA

RECEIVED
STATE HWY ENGR
APR 12 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

AD-285
CC-1730

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 3, 1977

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Traffic Signal Installation
Oregon Coast Highway @ N.E. 20th Street
Newport

The above intersection has been approved for a traffic signal. The City would like to have the installation in by the beginning of the tourist season.

The State will supply certain materials with the contractor supplying all other materials and doing all work.

Would you please ~~program~~ SCHEDULE this project for an April 28, 1977 letting date. The cost is estimated at $40,000. The State will not share in the cost but will maintain the completed installation.

Very truly yours,

L. E. George
Traffic Engineer

WRZ:rw

cc: R. L. Schroeder
J. W. Sheldrake
Arthur Brummitt
Robert Judson

BrN GIFFORD

NOTED
M. NOR C. HOLMES

PROJECT MANAGEMENT
MAR 4 '77
REFER TO:
FOR
Note | Investigate | R/D | Action | File | Letter | See me

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form 81-734-3122

8562 Bellfountain Rd.-Pacific 1977
Hwy. W. Sec. (Greenberry Rd.)
(Grading & paving)

C.L.A. 5878 5-18-77

8562

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-7-80	CC 2026	

CREDIT DISTRIBUTION

502 - 1090 - 297

BILL TO: Code:

Benton County Board of Commissioners

Courthouse

Corvallis, Oregon 97330

Attn: Mr. James Blair - Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Bellfountain Road - Pacific Hwy. West Section - Greenberry Road FAS A508 (formerly FAS 206) Project No. RS-A508			
County's Advance Deposit $21,675.00 Less County's share of const. 20,859.91			
REFUND DUE COUNTY $ 815.09			
(Please send copy of itemized statement with billing)			

Advance Deposit Amount	$ 21,675.00
Advance Deposit Previously Transferred to Highway Fund	$ 16,675.00
Balance	$ 5,000.00
Transfer to Highway Fund	$ 4,211.31
Refund Due	$ 815.09
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1741, AD 304A

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

D. E. Swan

D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 1-7-80

County Benton **Contract No.** 8562 **Date Completed** 10-28-77

FAS A 508 **Section** Bellfountain Rd.-Pacific Hwy. West

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor		$265,970.59
Paint traffic lines		567.72
Const. Engineering		23,271.88
Equal Opportunity Program		43.02
Liquidated Damages		- 586.80
TOTAL	(Federal Participation)	$289,266.41
Contract Payment	(Non Participation)	$ 75.00
Construction Engineering		517.39
Interest on Final Payment		1.50
Liquidated Damages		- 13.20
TOTAL	(Non Participation)	$ 580.69
Federal Funds collected		$248,190.58

By the agreement the County's share of costs is as follows:

1/2 ($289,266.41) - $248,190.58 + $517.39) + $63.30 = $20,859.91

County's Advance Deposit	$21,675.00
Less County's share of Const.	20,859.91
REFUND DUE COUNTY	$ 815.09

Reference: Billing Form CC 2026

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 11-16-76

TO 7-11-79

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
RSA 508 (1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$299,308.78	298,698.45	85.80	256,283.27	256,283.27	0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE V.E. Skoog Controller

REMARKS

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PF	AMOUNT	NOTATIONS (Payee must not use this column)
	BELLFOUNTAIN ROAD - PACIFIC HWY. WEST SECTION FAS 508 (GREENBERRY ROAD) BENTON COUNTY					
	Preliminary Engineering					
	Type Code PE					
	State	All Required			$ 9,432.04	State Cost
	Construction					
	Type Code 6201					
	Roadway (Sta. 0+00 to Sta. 235+40)					
	Final Contract Payment Summary	Lump Sum			265,970.59	
	SFO #1 Paint Permanent traffic lines	All Required			567.72	
	Total Construction				266,538.31	
	Construction Engineering					
	State	All Required			23,271.88	
	Liquidated Damages	Lump Sum			(586.80)	
	Total Construction Engineering				22,685.08	
	Misc. Project Cost					
	Equal Opportunity Program	All Required			43.02	
	Total Participating Cost				298,698.45	
	Nonparticipating Cost					
	Preliminary Engineering	All Required			~~29.64~~	
	Final Contract Payment Summary	Lump Sum			75.00	
	Construction Engineering	All Required			517.39	
	Liquidated Damages				(13.20)	
	Interest on Final Payment	All Required			1.50	
	Total Nonparticipating Cost				$ 610.33	
	Total Cost				299,308.78	

Prepared Based on Participating cost as shown on the Federal Billing as of 12-20-79.

74 32.0 x 85.8 = $ 8,0[illegible].47

$ 256,283.37
- 6,672.19
$ 249,611.18

AMOUNT CARRIED FORWARD .....

8562

April 17, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On April 13, 1978, we wrote to you concerning release of final payment on Contract No. 8562 awarded to Wildish-Corvallis Construction Co. for work on the Bellfountain Road-Pacific Highway West Section of Greenberry Road in Benton County.

Final payment on this contract is $500 and the total contract amount is $265,445.59. No work was performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

dda

cc Wildish-Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97330

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8562

8

FORM 81-736-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Bellfountain Rd.-Pacific Hwy West	WEEK ENDING: Dec. 10, 1977
		SECTION PREFIX: 502-1090
	HIGHWAY: Greenberry Rd.	COUNTY: Benton
NAME OF JOB: Bellfountain Rd.-Pacific Hwy West	KIND OF WORK: grading and paving	
CONTRACTOR: Wildish Corvallis Const. Co.	CONTRACT NUMBER: 8562	FEDERAL AID PROJECT NUMBER: RSA 508(1)
DATE OF CONTRACT: 7/15/77	DATE WORK STARTED: 8/5/77	COMPLETION DATE: 10/28/77
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 75	CALENDAR DAYS USED: 81
PROJECT AUTHORIZATION: $ 316,056.60	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 108
EXCLUSIVE OF ENGINEERING: $ 290,994.84	ENGINEERING AUTHORIZATION: $ 25,061.76	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 267,200	ENGINEERING COST TO DATE: $ 21,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED PERCENT: OVERRUN / UNDERRUN: - 8.2 %	PERCENT OF AUTHORIZATION: 84 %	DATE PROJECT WAS COMPLETED: 10/28/77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.07	3.07			3.07
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.07	3.07			3.07
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,649 cy	6,050 ton			11,650 ton
TOTAL QUANTITIES CORRECTED TO DATE	3,143	7,661			11,235
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,143	7,661			11,235
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Kensey
Bond
Richmond
Johnson
Inloes
Richards
Glenn
Berg
Church
Vlaming

RECEIVED
DEC 12 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Dec. 5, 1977	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate delivered to Region Office on Thrs.

PROJECT COMPLETED

FINAL REPORT

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8562

Form A-188—6M

8

1-P

OREGON STATE HIGHWAY DIVISION

Adjustment

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Bellfountain Road-Pacific Hwy West — Date Dec. 8, 19 77

Highway FAS A508(Greenberry Road) — Contract No. 8562

County Benton — Prefix 502-1090

Contractor Wildish Corvallis Const. Co. — F. A. Project No. RSA-508(1)

Address P O Box 987, Corvallis, Oregon, 97330 — Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Penalize contractor for non-specification A C Mix compaction

Locations by station numbers:

0+00 to 235+40

Names of pay items, estimated quantities and agreed prices:

(30101

Low A C compaction — Lump Sum Reduction — $ 235.00

Specifications, basis of measurement and other provisions:

Penalty in lieu of removal and replacement.
In conformance with Standard Specification 105.03

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

Project authorization . . . . . $ 316,056.60

Present estimate of project cost, including $ - 235.00 for work under this order $ 289,203

Expected under-run (amount) . . . . . $ - 26,853

Expected under-run (per cent) . . . . . - 8.5

Space to right of this line is for use of Salem Office

Submitted by: Keats Oliver — Resident Engineer

Approval Recommended: Robert Foser — Regional Engineer

Approval Recommended: Construction Administration Engineer or Bridge Administration Engineer

SP*68758-234

JK Acceptance Recommended W Sloan
KBEN 2-22-78 MEZ 2-28-78

Signed Contractor

Wildish Corvallis Const. Co.

Approved: O. B. Jackmond — Construction Engineer
2-22-78 For

502-1090

NARRATIVE REPORT
Bellfountain Road-Pacific Highway West
FAS-A508(1), Greenberry Road
Contract 8562

This was a 5 inch overlay project which also included minor widening and some guard rail at bridge ends.

Contract was awarded July 17, 1977, to Wildish Corvallis Construction Company in the amount of $ 274,963.96. One subcontract was approved for guard rail work (under $ 10,000) by Coral Corp.

Work was started on Aug. 5, 1977. There were no change orders or major problems. Contract was completed on Oct. 28, 1977 and accepted on Oct. 31, 1977. A letter of acceptance, however, has not yet been received from Benton County.

Keats Oliver
Resident Engineer
Nov. 29, 1977

RETURNED TO
Dorn
Sample
Watson
Lau
Board
Cole
Eriksen
Hager
Return Discuss Do File Copy Due
FINAL DESIGN ENGINEER

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
DEC 20 1977
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Bellfountain Road-Pacific Highway West
Greenberry Road Benton County
502-1090 Contract 8562 RSA-508(1)

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST	% + or -
Contract bid items	$ 274,963.96	266,603.82	- 3.0
Anticipated items	3,500.00	1,200.00	- 65.7
Contingencies	12,530.88	- 600.00	
Engineering	25,061.76	20,000	- 20.2
Totals	316,056.60	287,203.82	- 9.1

CONTRACT 8562

Bellfountain Road-Pacific Highway West Section

ITEM #	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	+ OR -
	mobilization	lump sum	100 %	100 %	-
	temp protect & direct traffic	lump sum	100 %	100 %	-
	temporary signs Used all that was needed.	sq. ft.	278	215	- 22.7
	flagmen Used all that was needed.	hour	500	305½	- 38.9
	borrow excavation	cu. yd.	2161	2146.35	- 0.6
	general excavation Staked as per plans, constructed as staked. Apparently overestimated.	cu. yd.	2488	996.4	- 60.0
	aggregate base Possible variation in specific gravity; used amount necessary to fill slopes.	ton	3400	4,222.15	+ 24.2
	cement treated base mix Same as item # 7.	ton	2650	3438.78	+ 29.8
	Portland cement in C T B	ton	145	157.73	+ 8.8
0	asphalt in seal	ton	9	9.34	+ 3.8
1	class "C" A C Mix	ton	11,650	11,235.48	- 3.6
2	asphalt cement in mix	ton	755	698.98	- 7.4
3	asphalt in tack coat Used adequate amount.	ton	9	4.06	- 54.9
4	guard rail type 2	lin. ft.	588	575	- 2.2
5	guard rail anchors type 1	each	6	6	-
6	guard rail anchors type 2	each	2	2	-
7	rail end pieces type B	each	2	2	-
8	rail end pieces type C	each	6	6	-
9	extra for asphalt approaches	each	47	43	- 8.5
0	setting mail box posts Only 1 mail box post needed to be moved.	each	12	1	- 91.7
	STATE FORCE ORDERS				
.	permanent pavement striping	$	1,200	final billing not yet received	

Form 81-724-1384 (9-77)

8562

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

10-31-77

Intermediate ☐
Final XX

Project Name				Contract No.
Bellfounain Rd. - Pacific Hwy. West				8562
Highway			County	Prefix No.
FAS A 508 (Greenberry Road)			Benton	502-1090
Contract Time Elapsed 108%	Contract Work Completed 100%	Contract Work Quality satisfactory	Contract Work Progress Completed	F.A. Project No. RS-A 508(1)
Inspection date October 31, 1977		By Keats Oliver, Resident Engineer		
In company with Robert Royer, Region 2 Construction Engineer & Paul Riedl, Area Eng'r, FHWA & ~~Paul Hurst for Wildish Corvallis~~				

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Overall appearance of project is good, no deficiencies noted and project accepted from contractor.

County Engineer was invited to this inspection but did not show up. Subsequent inspection by the county noted several things to be corrected. It was later determined that the corrections that the county wanted were not the responsibility of the contractor and that the contract had in fact been complied with. The County Board of Commissioners formally accepted the project on March 22, 1978. ✓

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
APR 10 1978
George B. M
File: PM FA
TAA Reynolds LG OP

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

not closed	Date opened to traffic or in operation
Oct. 28, 1977	Date of Second Notification
Oct. 28, 1977	Date Contractor's notice for semi-final inspection received
Mar. 20, 1978	Date Contractor removed equipment, plant, etc.
Dec. 8, 1977	Estimated submittal date of semi-final estimate
Oct. 31, 1977	Recommended acceptance date of completed contract work

Original to: Construction Engineer Keasey
Copy to: Region Engineer Fredrickson
District Engineer Johnson
Resident Engineer Oliver
Project Mgt. (Final Only)
FHWA (Final F.A. Only) Riedl
Project Engineer (If Applicable)

Signed Keats Oliver
Title Resident Engineer

Form 81-734-1384 (9-77)

8562

D. H. Mocking

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐
Final ☒

10-31-77

Project Name			Contract No.
Bellfountain Road-Pacific Highway West			8562
Highway		County	Prefix No.
FAS A 508 (Greenberry Road)		Benton	502-1090
Contract Time Elapsed 108 %	Contract Work Completed 100 %	Contract Work Quality: Satisfactory	Contract Work Progress: Completed	F.A. Project No. RS-A 508(1)
Inspection date: October 31, 1977		By: Keats Oliver, Resident Engineer; Robert Royer, Region 2	

In company with:
Construction Engr; Paul Riedl, Area Engr. FHWA; and Paul Hurst for Wildish-Corvallis.

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Overall appearance of project is good, no deficiencies noted and project accepted from contractor.

PROJECT MANAGEMENT

PME ☐	CCE ☐	OM ☐
LGE ☑	FAE ☐	OPE ☐

APR 14 1978

File: PM FA
TAA _____ LG OP

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

Not closed	Date opened to traffic or in operation
Oct. 28, 1977	Date of Second Notification
Oct. 28, 1977	Date Contractor's notice for semi-final inspection received
Mar. 20, 1978	Date Contractor removed equipment, plant, etc.
Dec. 8, 1977	Estimated submittal date of semi-final estimate
Oct. 31, 1977	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed _____

Title Region Construction Engineer

8562

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-168		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Benton
MODIFICATION NUMBER	8-18-77	Project Number RS-A508(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 19 , 19 77 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,000	$ 324,127
Federal funds	$ 8,580	$ 278,100
Other revisions		

This modification is made for the following reasons:

Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of August , 19 77 .

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Technical Services Engineer
(Title)

By _____

~~State Highway Engineer~~
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon, August 12, 1977

Federal Aid Project
No. RS-A508(1)

Bellfountain Road-Pacific Hwy. West Section
FAS A508 (Greenberry Road)
Benton County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 10,000.00

Type Code 6201
Roadway (Sta. 0+00 to Sta. 235+40)

Mobilization	All Required		$ 7,425.00
Temporary Protection and Direction of Traffic	All Required		4,200.00
Temporary Signs	278 Sq.Ft.	6.00	1,668.00
Flagmen	500 Hour	18.50	9,250.00
Borrow Excavation	2,161 Cu.Yd.	4.64	10,027.04
General Excavation	2,488 Cu.Yd.	3.89	9,678.32
Aggregate Base	3,400 Ton	5.00	17,000.00
Cement Treated Base Mixture	2,650 Ton	8.40	22,260.00
Portland Cement in CTB Mixture	145 Ton	68.00	9,860.00
Asphalt in Seal	9 Ton	200.00	1,800.00
Class "C" Asphalt Concrete Mixture	11,650 Ton	9.72	113,238.00
Asphalt Cement in Mixture	755 Ton	75.00	56,625.00
Asphalt in Tack Coat	9 Ton	150.00	1,350.00
Guard Rail, Type 2	588 Lin.Ft.	6.70	3,939.60
Guard Rail Anchors, Type 1	6 Only	200.00	1,200.00
Guard Rail Anchors, Type 2	2 Only	220.00	440.00
Rail End Pieces, Type B	2 Only	49.00	98.00
Rail End Pieces, Type C	6 Only	80.00	480.00
Extra for Asphalt Approaches	47 Only	75.00	3,525.00
			$274,063.96

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,200.00
Temporary Erosion Control (E.W.)	All Required	1,500.00
		$ 2,700.00
Subtotal		$276,763.96
Engineering		37,363.04
Total		$314,127.00

Length of Roadway . . . . . 2.926 Miles
Cost of Roadway Per Mile. $107,357.14

SUMMARY OF FUNDS (85.80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 10,000.00	$ 8,580.00	$ 1,420.00	$ --
Roadway	314,127.00	269,520.00	22,303.00	22,304.00
Total	$324,127.00	$278,100.00	$23,723.00	$22,304.00

Group 1 100%
Contract No. 8562
Prefix No. 502-1090
Prefix No. 502-1942

Bellfountain Road-Pacific Hwy. West Section
Nonparticipating - State Work

Setting Mailbox Posts	12 Only	75.00	$	900.00
Furnish Mailbox Posts	All Required			300.00

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
5-154	**FEDERAL-AID PROJECT AGREEMENT**	County: Benton
	5-19-77	Project No.: RS-A508(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jct. SR 99W 6 mi. S. of Corvallis W. 3.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11/16/76	3.15
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS PRO RATA 85.8% FEDERAL FUNDS
$ 10,000	$ 8,580

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Thurston

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray
(Division Administrator)

for: G. L. Green

Date executed by Division Administrator MAY 19 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 12, 1977

Federal Aid Project
No. RS-A508(1)

BELLFOUNTAIN RD.-PACIFIC HWY. WEST SECTION

COUNTY ROAD IN BENTON COUNTY

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$10,000.00
	TOTAL	$10,000.00

Length of Project - - - - - - - - - - - 3.15 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 10,000.00	$ 8,580.00	$ 1,420.00	$ --
Retain in Program				
Contract Work	300,000.00	257,400.00	21,300.00	21,300.00
TOTAL	$310,000.00	$265,980.00	$22,720.00	$21,300.00

Group 1 - 100%

Prefix: 502-1942

Pro Rata - 85.8%

8562

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67906-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Benton County
Board of Commissioners
Courthouse
Corvallis, OR 97330

Attention of Mr. James Blair
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC1741

Date 7/28/77

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit - Construction $21,675.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Bellfountain Rd.-Pacific Hwy. West on Greenberry Road FAS A508. Covered by agreement #5878	16,675.00	
		To be retained		5,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 21,675.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 502-1090-297

Submitted by: Harold Reynolds
Harold Reynolds

Approved:

Regional Engineer

Approved: Gerald Wimer Gerald Wimer

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8562

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

July 15, 1977

REGION 2 ENGINEER
RECEIVED

Phillip O. Stearns
Region II Federal Aid Engineer
2969 East State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Benton County concurs with the low bid submitted by Wildish Construction Company, of Eugene, for the overlay project on Greenberry Road, FAS-A508.

In his letter of July 12, 1977, Mr. Robert Prange requested an additional payment of $425.00 over our advance deposit of $21,675.00 as the County's share.

Our records indicate that the County has a possible credit of $815.00 on the two bridge projects completed last Fall (Evergreen Creek - Bellfountain Road, and Frazier Creek - Independence Highway) under the FAS program.

Because the Greenberry project was in the County's budget of 76-77, and not covered in our 77-78 budget, and because of the possible credit, the County hesitates to pay the additional $425.00 at this time.

We do not, however, wish to delay the project and hope that you concur.

Very truly yours,

Harold J. Marx
Administrative Assistant

HJM:cb

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
JUL 21 1977
File: PM FA
TAA Reynoldson LG OP

Contract Awarded 7/15/77

8562

July 12, 1977

Benton County Board of Commissioners
Courthouse
Corvallis, OR 97330

Attention: Mr. James Blair
Director of Public Works

Gentlemen:

On July 7, 1977 a satisfactory bid was received from Wildish Construction Co., 5001 Franklin Blvd., P. O. Box 1106, Eugene, Oregon 97401, for the Bellfountain Road-Pacific Hwy. West Section on Greenberry Road, FAS A508.

The anticipated construction cost based on their bid is as follows:

Bid Items	$274,963.96
Pavement Striping	1,200.00
Temporary Erosion Control	1,500.00
State Responsibility for Damages	500.00
Furnish Mail Box Posts	300.00
4-1/2% Contingencies	12,530.88
9% Engineering	25,061.76
ESTIMATED TOTAL COST	$316,056.60

County's Advance Deposit:

7% of $316,056.60 = $22,123.96, or say $ 22,100.00 - see letter dated 7-15-77

However, on June 28, 1977 we received $21,675 as partial payment of the advance deposit for this project, leaving a balance of $425 yet due from the county.

Please make your check in the amount of $425 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, 205 E. Salem Highway Bldg., P. O. Box 14030, Salem, Oregon 97310, prior to August 4, 1977.

Very truly yours,

Robert H. Prange
Local Programs Manager

HR:dmc

bc w/att: Phil Stearns, Reg. 2 - Upon receipt of county's check, notify Virgil Boyd at 6563, attach a copy of the notification of advance deposit No. AD-304 and submit to Finance Branch.

NOTED

(4)

8562

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-15-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-A 508(1)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70319

COUNTY NAME
Benton

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR
Info | Haves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-15-77	6-15-77	Secondary A 508	County Road

GENERAL LOCATION:

"Bellfountain Road-Pacific Highway West"

GENERAL DESCRIPTION OF WORK:

Grade, Drain, and Pave (Miles 3.15-Code 6201)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. R. Henry's dated 6-8-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-15-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8562

Section Bellfountain Rd-Pac. Hwy. West Programming Estimate $ _____

Highway FAS A508 (Greenberry Rd) 05-2 Project Length 3.07 Miles

County Benton 6-8-77 Completion Time _____

Kind of Work Grading & Paving

Prefix 502-1942- FA Project No. _____

ROUTING SLIP DATE: 6/8/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PROGRAM MANAGEMENT
CHIEF OF OPERATIONS	GENERAL FILES	PUBLIC AFFAIRS
ASSISTANT DIR. FOR ADMIN.	GENERAL SERVICES (DOT)	SAFETY
ASSISTANT DIR. FOR PLANNING	INFORMATION SYSTEMS	TRANS. POLICY & RESEARCH
CHIEF COUNSEL	LABOR RELATIONS	MAIL ROOM
COMMISSION SERVICES	LIBRARY	MASS TRANSIT DIVISION
COUNTY-CITY RELATIONS	PERSONNEL OPERATIONS	MOTOR VEHICLES DIVISION
EMPLOYEE DEVELOPMENT	PHOTOCOPY	COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RESEARCH (HWY)
DEPUTY STATE HWY ENGINEER	FHWA	RIGHT OF WAY
ASSIST. STATE HWY ENGINEER	LANDSCAPE	ROAD DESIGN
METROPOLITAN ENGINEER	LOCATION	SIGN SHOP
ACCOUNTING (HIGHWAY)	MAINTENANCE	TRAFFIC ENGINEERING
BRIDGE DESIGN	MATERIALS	TRAVEL INFORMATION
CONSTRUCTION	PARKS AND RECREATION	UTILITIES ENGINEER
DATA PROCESSING	PERMITS & WEIGHMASTER	REGION NO. 2
ENVIRONMENTAL	RADIO	DISTRICT NO.

ATTENTION: Phil Haaga FROM: LP Unit

COMMENTS:
Please forward to county for their information and any comments they may have.

FORM 81-734-3100 (REV. 9-76) SP 35582-734

NSTRUCTION AUTHORIZATION

ntract Amount $ 269,322-

X	4200-	
X	4500-	
		$ 3,500-
X	500-	
X	300	

Section Bellfountain Rd.-Pac. Hwy. West Programming Estimate $ _____

Highway FAS A508 (Greenberry Rd) (0.12) Project Length 3.07 Miles

County Benton Completion Time _____

Kind of Work Grading & Paving _____

Prefix 502-1942- FA Project No. _____

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount			$ 269,322-
Anticipated Additional Items:			
Royalty Payment			
Building Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping	X	4200-	
Temporary Pavement Striping			
Remove Pavement Striping (Exist. & Temp.)			
Temporary Erosion Control	X	4,500-	
State Furnished _____			
Install Water Meter			$ 3,500-
Furnish Water			
Laboratory Fees			
On the Job Trainees			
State Responsibility for Damages	X	500-	
Signal Controller Testing			
Bikeway Signs			
Furnish Mail Box Posts	X	300-	
Adjust Utilities _____			
_____			
_____			
_____			
Misc. Permit Fees _____			
_____			
			$ 272,822-
Contingencies (4-1/2%)			12,276 99
Engineering (9 %)			24,553 98
		SUBTOTAL	$ Z
Credit for _____			
Estimated Net Authorization, Construction			$ 309,652 97

APPROVED

_____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of _____

Date _____

Section Bellfountain Rd - Pacific Hwy West

County Benton

Kind Of Work Grading and Paving Length 3.07 Miles Name Stein

No	Item Estimate	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (5%)		All	All	Lump Sum	13,000-
	Temporary Protection and Direction of Traffic		All	All	Lump Sum	3,620-
	Temporary Signs		Sq.Ft	278	6.50	1,807-
	Flagmen		Hr.	500	16.50	8250-
	ROADWORK					
	Borrow Excavation		Cu.Yd	2161	4-	8644-
	General Excavation		Cu.Yd	2488	3.50	8708-
	Aggregate Base		Ton	3400	5-	17,000-
	Cement Treated Base Mixture		Ton	2650	6-	15,900-
	Portland Cement in CTB Mixture		Ton	145	60-	8,700-
	Asphalt in Seal		Ton	9	150-	1,350-
	Class "C" Asphalt Concrete Mixture		Ton	11,650	10-	116,500-
	Asphalt Cement in Mixture		Ton	755	76-	57,380-
	Asphalt in Tack Coat		Ton	9	130-	1,170-
	Guard Rail, Type 2		Lin.Ft	588	6.25	3,675-
	Guard Rail Anchors, Type 1		Each	6	225-	1,350-
	Guard Rail Anchors, Type 2		Each	2	250-	500-
	Rail End Pieces, Type B		Each	2	60-	120-
	Rail End Pieces, Type C		Each	6	100-	600-

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section Bellfountain Rd. - Pacific Hwy West County Benton

Kind Of Work Grading and Paving Length Name Stein

No	Item Estimate	Code	Unit	Quant.	Unit Cost	Total
	Extra for Asphalt Approaches		Each	47	125 -	5875 -
	Setting Mailbox Posts		Each	12	50 -	600 -
				(269, 322)		

8562

ECEI
JUN 14 1977
BENTON COUNTY
BOARD OF COMMISSIONERS

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

6-8-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A508(1)
Project Name Bellfountain Road - Pacific Highway West
Greenberry Road. FAS A508 (formerly FAS 206)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

[X] 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[ ] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

[ ] a. There has been no displacement of persons from residences, farms or businesses.

OR

[ ] b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[X] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Corvallis, Oregon, this 8th day of June, 1977

County of Benton

Dale Dirkhock
~~County Judge~~/Chairman

Barbara Ross
Commissioner

Larry Callahan
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date

NOTED

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

A

8562

May 18, 1977

Benton County Board of Commissioners
Courthouse
Corvallis, OR 97330

Attention: B. Dee Barrett
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5878

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Bellfountain Road-Pacific Highway West Section of Greenberry Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

.8562

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Bellfountain Road-Pacific Hwy. West

Highway: F.A.S. A508

County: Benton

Prefix: 502-1942

Res. Engr. R. Nelson

Date April 19, 1977

Ten Year
Traffic Coefficient 7.0

18 kip s.a. per day 31.0

R value 9

Frost Penetration - - - -

CBE Total Requirement 22.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
5.0"	A.C.	10.0
7.0"	C.T.B.	12.5
12.0"		22.5"

PROJECT MANAGEMENT
MAY 11 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Bellfountain Road-Pacific Hwy. West

Highway: F.A.S. A508

County: Benton

Prefix: 502-1942

Res. Engr. R. Nelson

Date April 19, 1977

Ten Year
Traffic Coefficient 7.0

18 kip s.a. per day 31.0

R value 9

Frost Penetration - - - -

CBE Total Requirement 22.5"

STRUCTURAL SECTION
* "EXISTING ROADWAY"
(19'± Width)

ACTUAL THICKNESS	COMPONENT	CREDIT
5.0"	A.C.O.L.	

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

* Overlay thickness determined by deflection measurements.

Note: Benton County requested the full ten year structural pavement design be constructed at this time.

8562

STATE OF OREG[illegible]

INTERC[illegible]CE MEMO

TO: MEMO TO THE FILES

DATE: April 27, 1977

FROM: Robert H. Prange
Local Projects Manager

SUBJECT: Bellfountain Road-Pacific Hwy. West Section
Greenberry Road, FAS A-508 (Formerly FAS 206)
Benton County
Project No. RS-A508(1)

Dick Nelson, Resident Engineer, informed us April 26 that the contract is to include the C.T.B., A.C. paving and the guardrail at the bridge ends.

RHP/HR:sch

C.C. J. H. Versteeg
D. E. Swan
Phil Stoaras
Len Wallace

81-125-1367

8562

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 1, 1977

FROM: Robert H. Prange
Local Projects Manager

SUBJECT: Bellfountain Road-Pacific Highway West Section
Greenberry Road, FAS A-508 (Formerly FAS 206)
Benton County
Project No. RS-A508(1)

In the programming approved by FHWA for this project, the typical section showed two 12-foot A.C. travel lanes and four-foot shoulders (two feet paved and two feet gravel).

The county is now requesting that the typical section be changed to two 11-foot A.C. travel lanes and four-foot shoulders (one foot paved and three feet of gravel).

This is within the FAS-C standards.

RHP/HR:sch

cc: D. E. Swan
J. H. Versteeg
James Chidsey

125.1387

8562

INITIATIVE REPORT

BELLFOUNTAIN ROAD-PACIFIC HIGHWAY WEST

GREENBERRY ROAD (FAS 206)

BENTON COUNTY

HISTORY: Authority for survey for this 3.07 mile section of Greenberry Road (FAS 206) was submitted October 5, 1976. The purpose of the survey is to prepare plans, specifications and cost estimate to widen and overlay an existing facility.

The present ADT is 330 to 360 with projected ADT of 600 by year 1995.

STANDARDS: Class D (2) highway; As per "Geometric Design Standards for Highways other than Freeways 1969".
Existing horizontal alignment contains unspiraled curves up to 4°, except for the westerly terminus connection to Bellfountain Road which is a 32° for the right turn movement. Some shifting of centerline will be required to minimize conflicts with fences, reduce earthwork and to center the roadway over the box culvert at station 108+93.

No vertical curves are apparent except at the grade crossing with Southern Pacific Railroad. Vertical alignment would not change.

TYPICAL SECTION: Two 12 foot paved travel lanes with 3 foot rock shoulders.

STRUCTURES: Only work to be done on structures is addition of guardrail blocks to existing rail on bridge over Muddy Creek and short runs of new type 2 rail at bridge ends and at ends of box culvert, station 108+93.

ACCESS: No change other than paving of existing approaches.

SURFACING:

			CBE
Class "C" Leveling	1"	=	2.0
Class "C" Base Lift	2"	=	4.0
Class "C" Wearing	2"	=	4.0
CTB	7"	=	12.6
	12"		22.6

Returned to Carstensen 3/30/77

MATERIALS: Commercial sources are available.

SOILS: Report to come from Region Geology Section.

AIRPORTS: None affected.

PARKS: None affected.

HISTORICAL SITES: None affected.

SCHOOLS: None affected.

RAILROADS: Grade crossing with Southern Pacific Railroad at station 18+53.23 will require incidental work to accomodate widened roadway section.

AGREEMENTS: Agreements with Benton County must be made.

STAGE CONSTRUCTION: Earthwork and surfacing operations under traffic will be required. Control of comparatively light traffic with flagmen will be adequate. Some restrictions of accesses will be made as work progresses across them.

TITLE VI: Minorities are not apparent within the project limits.

UTILITIES: All work is to be confined within the existing right of way. No conflicts with utilities are apparent.

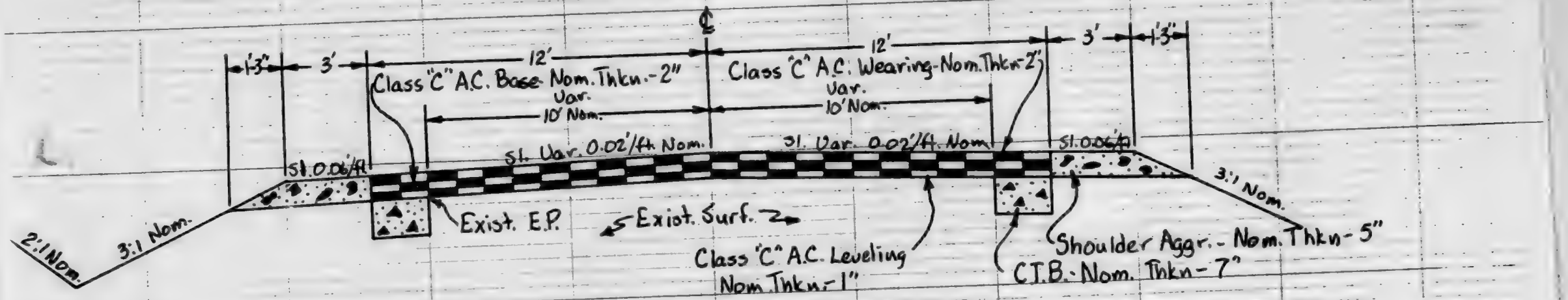
County has break
Conferred with concerning
this project - per Phil Stearns
3/30/77

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

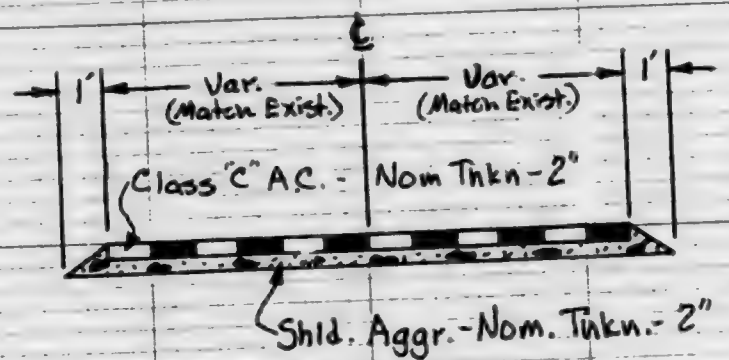
SECTION Bellfountain Road-Pacific Hwy W. UNIT OR PART ——— Sheet 1 of 1

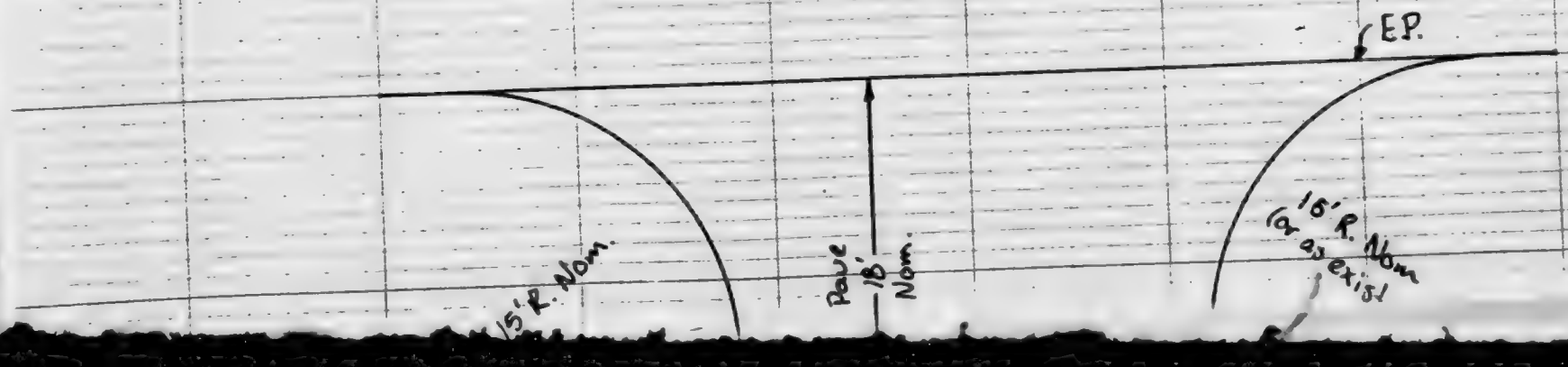
HIGHWAY Greenberry Road (FAS 206) PREFIX 502-1942 COUNTY Benton

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization (6% of other bid items)	Lump Sum	100%	——	15,577.75
2	111	Temporary Protection & Direction of Traffic	Lump Sum	100%	——	2,500.00
3	111	Flagmen	Hours	500	18.50	9,250.00
4	111	Temporary Signs	Sq Ft.	244	4.00	976.00
5	111	Temporary Barricades	Each	6	25.00	150.00
6	203	General Excavation	Cu. Yd.	2,468	3.50	8,638.00
7	203	Borrow Excavation	Cu. Yd.	2,181	4.00	8,724.00
8	304	Aggregate Shoulder Material	Tons	3,601	5.50	19,805.50
9	308	Cement Treated Base	Tons	2,715	6.75	18,326.25
10	308	Cement in C.T.B.	Tons	150	58.00	8,700.00
11	308	Asphalt in Seal	Tons	9	150.00	1,350.00
12	401	Class "C" A.C.	Tons	11,912	9.50	113,164.00
13	401	Asphalt in Mix	Tons	775	75.00	58,125.00
14	407	Asphalt in Tack Coat	Tons	13	125.00	1,625.00
15	606	Type 2 Guard Rail	Lin. Ft.	325	5.50	1,787.50
16	606	Type "C" End Pieces	Each	8	100.00	800.00
17	606	Type 1 Anchors	Each	6	210.00	1,260.00
18	606	Type 2 Anchors	Each	2	225.00	450.00
19	606	Guard Rail Blocks	Each	50	3.50	175.00
20	610	Extra for A.C. Approaches	Each	47	75.00	3,525.00
21	642	Adjust Mail Box Posts	Each	12	25.00	300.00
				Sub-total		275,209.00
				Eng. & Cont. (+20%)		55,042.00
				Permanent Striping		500.00
				Total		330,751.00



TYPICAL SECTION





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2-16-77

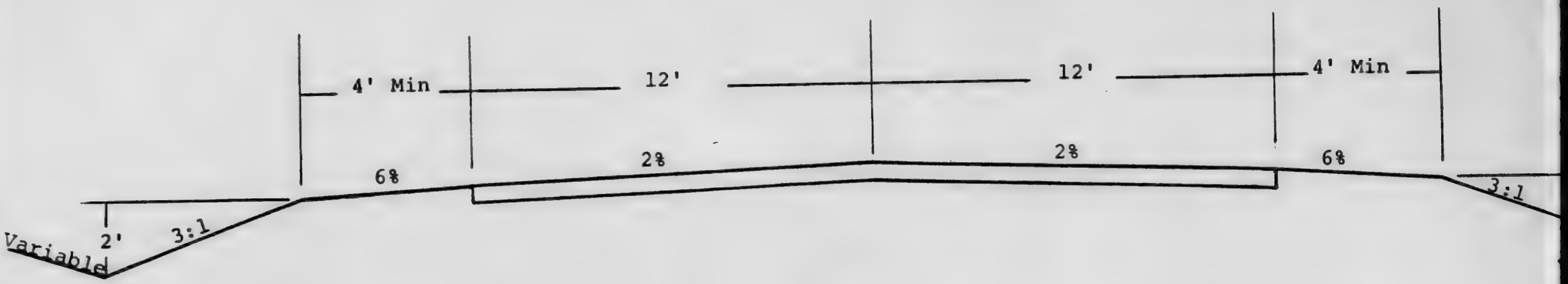
RECEIVED

FEB 16 1977

RESIDENT ENGR.
R. E. NELSON

GREENBERRY ROAD

60' Right of Way



2-16-77

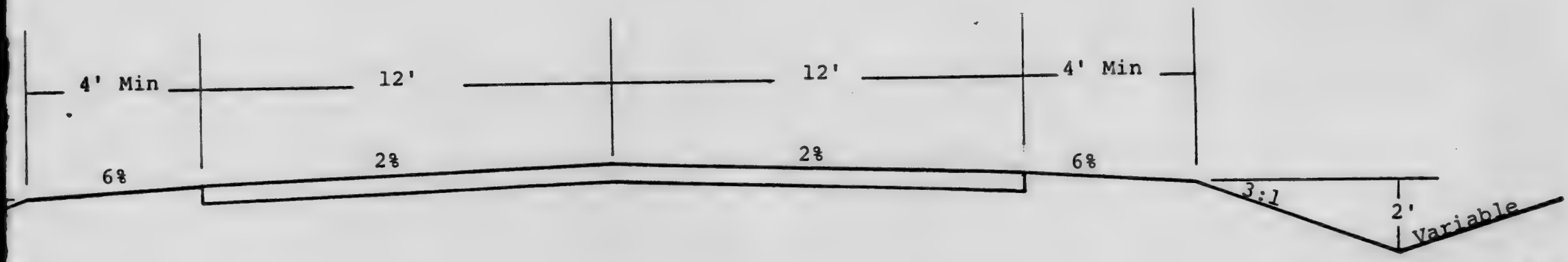
RECEIVED

FEB 16 1977

RESIDENT ENGR.
R. E. NELSON

GREENBERRY ROAD

60' Right of Way



8562

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

RECEIVED

FEB 16 1977

RESIDENT ENGR.
R. E. NELSON

February 15, 1977

Richard E. Nelson
Resident Engineer
Oregon State Highway Division
3700 S.W. Philomath Blvd.
Corvallis, Oregon 97330

Re: Bellfountain Road - Pacific Highway West
Greenberry Road

Dear Mr. Nelson:

Per our telephone conversation, I have prepared a typical cross section for the modification as outlined in my letter of February 1, 1977. This cross section meets the requirements of A.A.S.H.O.'s Geometric Design Guide for Local Roads and Streets as it relates to surfacing. The minimum shoulder widths shown on the proposed cross section are less than the recommended widths; however, it is anticipated that for the most part the existing roadway cross section will allow shoulders to be constructed to the minimum requirements of the previously mentioned guide.

It is Benton County's position that this reduced cross section is adequate for the types and volumes of traffic anticipated within the next 20 years. Additionally, this cross section will allow the funds that would have otherwise been expended on Greenberry Road to be utilized on a portion of Decker Road. The Decker Road section would also be constructed to this reduced cross section.

Sincerely,

Darrel J. Huckabay, P.E.
Assistant County Engineer

DJH:cb

Enclosure

8562

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County BENTON FAS No. 206 Date 12-27-76
County Road Name GREENBERRY RD
Section Name GREENBERRY RD
Type of Project WIDENING AND OVERLAY
Location of Project (Attach sketch map) 7½ mi. SOUTH OF CORVALLIS
ADT ~~650~~ 330-360 (1974) Design Speed 55 mph

Is this request for county bridge design only? Yes ____ No ✓
county FAS bridge design? Yes ____ No ✓
Will County hire consultant for this project? Yes ✓ No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC OR OPEN GRADED COLD MIX Total Travel Width 22'
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type AC Width Each Side 3' + 2' GRAVEL OR
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ✓ County Date of Completion 8-76 By Contract ____

4. Bottom Base Course:
By County ✓ County Date of Completion 8-76 By Contract ____
Has base design been given to County? Yes ____ No ✓
Will it be furnished? Yes ✓ No ____

5. Leveling Course: NOT APPLICABLE EXCEPT FOR SHOULDERS
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ✓

8. Clearing: NOT APPLICABLE
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ✓
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

COST	TOTAL	FED	STATE	COUNTY
	300,000	258,000	21,000	21,000

	1976	1996
ADT	400	700
DHV	50	100

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1976
☐ ENGR. ☐ CCOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No__✓__
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population__✓__ Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No__✓__

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No__✓__

14. Will County adjust structure to additional width? Yes____ No__✓__

15. Will adjusted width be standard? Yes__✓__ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes____ No__✓__

17. Does County wish sight posts installed? Yes____ No__✓__

18. Does County wish State to permanently stripe project? Yes__✓__ No_____

19. Will County do striping? Yes____ No__✓__

20. Does County wish guardrail installed? Yes__✓__ No_____
By County__✓__ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____ No__✓__
By seeding and mulching Yes____ No__✓__
By rock blanket Yes____ No__✓__
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes____ No__✓__

23. Can through traffic be detoured? Yes__✓__ No_____

24. Must new detour be constructed? Yes____ No__✓__

25. Will detour be constructed and maintained by County? Yes____ No ✓

26. Will detour be constructed & maintained by Contractor? Yes____ No ✓

27. Will County sign project outside work area during construction?
Yes ✓ No____

28. Will Contractor sign project outside work area during construction?
Yes ✓ No____

29. Should contract provide for permanent signing? Yes____ No ✓

30. Should State do permanent signing? Yes____ No ✓

31. Will traffic signals be required? Yes____ No ✓
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes ✓ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain COUNTY FORCES WILL COMPLETE SHOULDER WIDENING AS "SOFT MATCH" IF POSSIBLE

Remarks re Section I: THIS IS WIDENING AND OVERLAY PROJECT - WE WOULD LIKE TO PURSUE A SKID RESISTANT SURFACE

II. BRIDGE PROJECT DATA

1. Name of river or stream MUDDY CREEK

2. Name of bridge MUDDY CREEK BRIDGE

3. Dimensions of existing bridge. Length 154' Roadway Width 35'

4. Type of design and material used in existing bridge. CONCRETE

5. Location (please attach map with location marked):
Section 7-10 Township 13S Range 5W W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No ✓
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes_____ No ✓
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) EXISTING 35' CONCRETE BRIDGE

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No ✓
Explain_____

10. Foundation Testing: By County? N.A. Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? N.A. Yes_____ No_____

12. Can presently established road be used as detour? N.A. Yes_____ No_____

13. Must a new detour be constructed? N.A. Yes_____ No_____

14. Will detour be constructed & maintained by County? N.A. Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? N.A. Yes_____ No_____

16. Will County sign project outside work area during construction? N.A.
Yes_____ No_____

17. Will Contractor sign project outside work area during construction? N.A.
Yes_____ No_____

18. Approaches or Connections by County N.A. Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No_____ N.A.

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____ N.A.
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_✓_ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be: N.A.

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure? N.A.
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____ N.A.

25. Does County wish lightpost bases and conduit installed? N.A.
Yes_____ No_____

26. Does County wish complete job of illumination in project? N.A.
Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____ N.A.
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

Remarks re Section II: EXISTING BRIDGE IS SATISFACTORY WIDTH AND CAPACITY

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes _____ No ✓
   By Consultant? Yes _____ No ✓
   By County? Yes ✓ No _____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ✓ No _____

3. Construction plans and specifications to be prepared:
   By State? Yes _____ No ✓
   By Consultant? Yes _____ No ✓
   By County? Yes ✓ No _____

4. Does County desire center line to be permanently monumented as part of project? Yes _____ No ✓

5. Does County desire right-of-way to be permanently monumented as part of project? Yes _____ No ✓
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 60'

2. Is any additional right-of-way needed? Yes____ No ✓ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No ✓

4. Should State negotiate & acquire right-of-way in behalf of County? N.A.
Yes____ No____

5. Should State prepare options? Yes____ No____ N.A.

6. Should material source site be included in right-of-way descriptions?
Yes____ No ✓

7. Is there any merchantable timber on right-of-way?
Yes____ No ✓

8. Will timber be reserved for owner? Yes____ No____ N.A.
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____ NA.

10. Is a hearing necessary? Yes____ No ✓
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No ✓
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ✓ No____
If yes, give type and name of utility company: PACIFIC NORTHWEST BELL
PACIFIC POWER AND LIGHT

13. Are utilities on existing right-of-way by permit ✓ or
by franchise____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No ✓
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes ✓ No____

16. Name of Railroad SOUTHERN PACIFIC

17. Number of tracks: Mainline 1 (SPUR LINE TO MONROE) Siding _____ Total _____

18. Sight Distance: 5 mi (Left) 5 mi (Right)

19. Number of Trains: Passenger NONE Speed _____
Freight _____ Speed UNKNOWN

20. Angle of Intersection: 90°

21. Type of Existing Crossing: Grade ✓
Overcrossing _____
Undercrossing _____

22. Existing Protection:
Advance warning signs ✓ Automatic flashing _____ Stop signs ✓
Crossbucks ✓ Automatic bell _____ Gates _____

23. Proposed Protection: SAME

24. Are there to be stopping lanes for buses and trucks, etc.
Yes _____ No ✓

25. Will railroad crossing be altered: Yes ✓ No _____
If yes, specify: WILL REQUIRE GRADE CROSSING ADJUSTMENTS

26. Traffic Control Signing:
To be part of project? Yes _____ No ✓
By County? Yes ✓ No _____
By State at County expense? Yes _____ No ✓
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ✓ No _____
By County? Yes _____ No _____
By State at County expense? Yes _____ No _____

28. Does County wish State to prepare P.U.C. hearing data? Yes ✓ No _____

29. Will P.U.C. application be made by State ✓ or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes _____ No ✓
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV CROSSING RAILROAD WILL REQUIRE MINOR WORK ON UPGRADING ROAD SURFACE OVER TRACKS

V. MATERIAL SOURCES DATA

1. Gravel ✓ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private ✓ Other _____

3. Location: _____ Section 8 Township ~~15S~~ 15 S Range 5 W W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course ✓ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V WIDENING A.C. SURFACE WITH OVERLAY WILL NECESSITATE SHOULDER WIDENING AND BASING

VI. FINANCIAL DATA

1. Estimated Cost: $ 300,000

2. Available FAS Funds $ 19,000

3. Does County wish advancement of future Federal funds? Yes ✓ No ____
   Amount $ 281,000

4. Date match money is available AUGUST 1976

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: _____

Remarks re Section VI COUNTY MAY ELECT TO PROVIDE SHOULDER BASING AS "SOFT MATCH" IN LIEU OF PAYMENT OF MATCH

UNUSUAL OR COMPLICATED CIRCUMSTANCES: EXISTING ROAD IS RAPIDLY DETERIORATING AND CARRIES A VERY HIGH PERCENTAGE OF HEAVY TRUCKS - LOAD LIMIT WILL DEFINITELY BE REQUIRED FAIRLY SOON

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

_____
O.S.H.D. Field Engineer

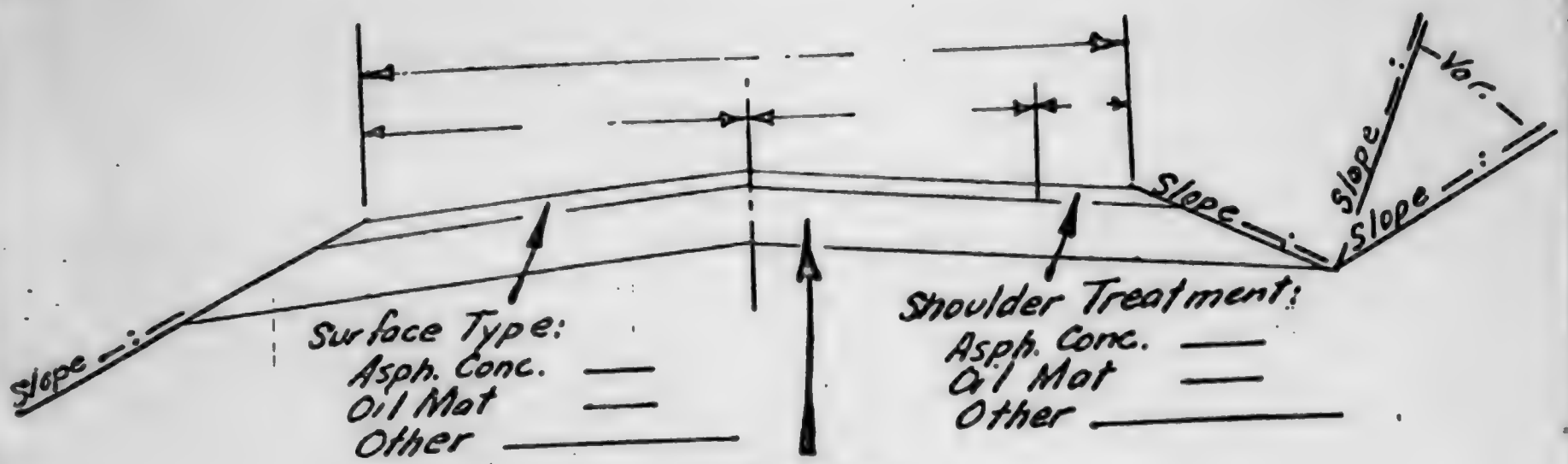
By James E. Blair
County Engineer or Roadmaster

Date _____

County Benton

Date Feb 26, 1976

TYPICAL SECTION

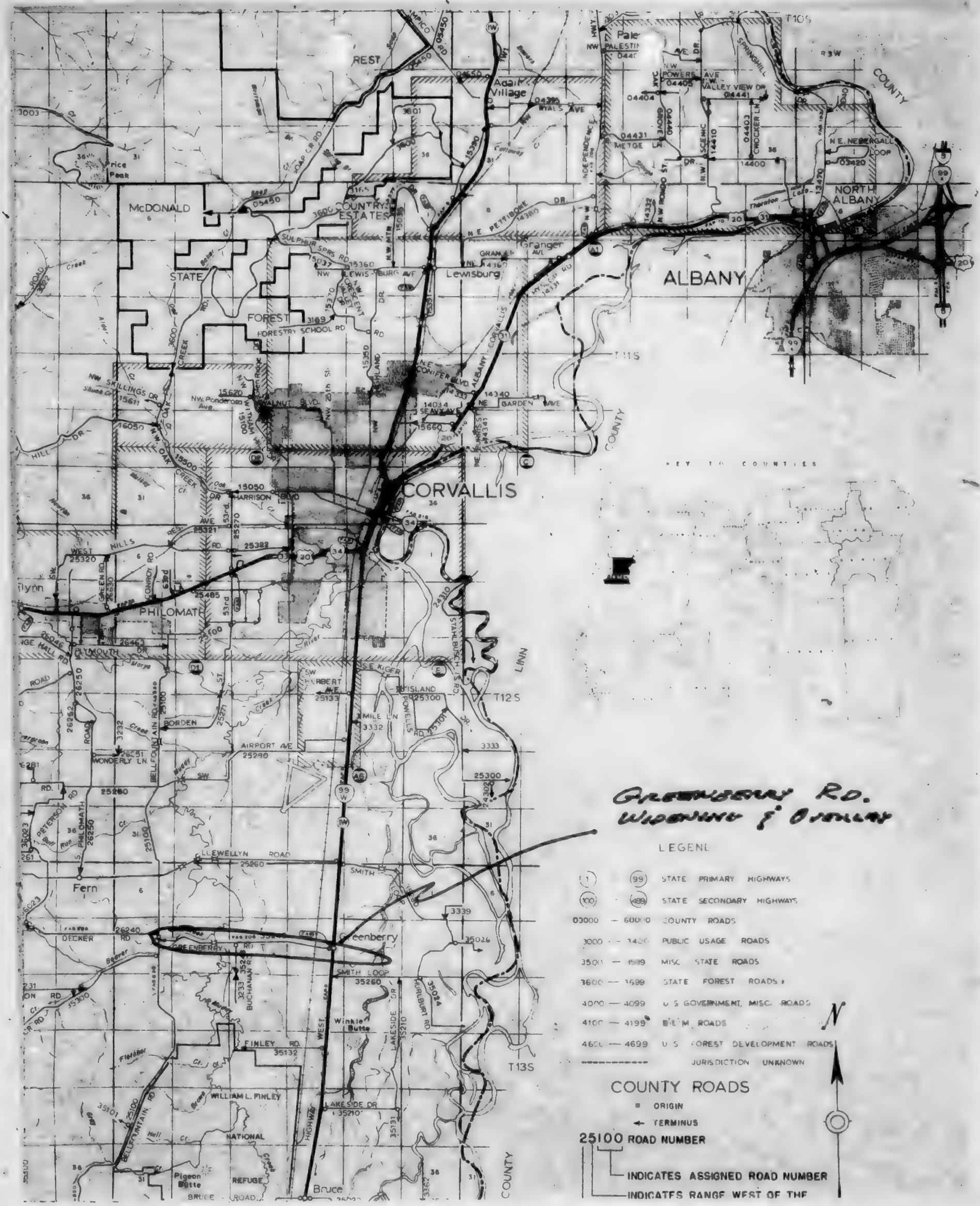


Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___


McDONALD
COUNTRY ESTATES
STATE FOREST
Lewisburg
Granger
ALBANY
NORTH ALBANY
CORVALLIS
PHILOMATH
Adair Village
Pale
REST
Price Peak
Fern
Greenberry
Bruce
Winkle Butte
Pigeon Butte
NATIONAL REFUGE
WILLIAM L. FINLEY
T10S
T11S
T12S
T13S
R3W
COUNTY
LINN
SULPHUR SPRS RD
NW LEWISBURG AVE
NE CONIFER BLVD
NW WALNUT BLVD
NW HARRISON BLVD
NW SKILLINGS DR
NW OAK CREEK DR
HILLS RD
WEST HILLS RD
PLYMOUTH DR
BELLFOUNTAIN RD
AIRPORT AVE
LLEWELLYN ROAD
DECKER RD
GREENBERRY RD
SMITH LOOP
FINLEY RD
LAKESIDE DR
NE GARDEN AVE
NE PETTIBONE DR
NW POWERS AVE
NW VALLEY VIEW DR
SPRINGHILL DR
NE NEBERGALL LOOP
SCENIC DR
CROCKER LN
METOE LN
NW RIDGE ST
SE KIGER ISLAND RD
SE FREDERICK ST
SE 3RD ST
SE 53RD AVE
SE 63RD AVE
CORVALLIS-LEBANON HWY
ALBANY-CORVALLIS HWY
KEY TO COUNTIES
Greenberry Rd. Widening & Overlay
LEGEND
(1) (99) STATE PRIMARY HIGHWAYS
(100) (489) STATE SECONDARY HIGHWAYS
03000 — 60000 COUNTY ROADS
3000 — 3400 PUBLIC USAGE ROADS
3500 — 3599 MISC. STATE ROADS
3600 — 3699 STATE FOREST ROADS
4000 — 4099 U.S. GOVERNMENT, MISC. ROADS
4100 — 4199 B.L.M. ROADS
4600 — 4699 U.S. FOREST DEVELOPMENT ROADS
JURISDICTION UNKNOWN
COUNTY ROADS
ORIGIN
TERMINUS
25100 ROAD NUMBER
INDICATES ASSIGNED ROAD NUMBER
INDICATES RANGE WEST OF THE
N

8562

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: November 26, 1976

FROM: L. W. Rutten
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Bellfountain Rd.-Pac. Hwy. W.
Greenberry Road
Benton County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED
EJ Hunter
DEPUTY STATE HIGHWAY ENGINEER
Date 11-30-76

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : C. H. Johnson
Region 2 Geologist: William Fretwell

RECEIVED
STATE HWY ENGR
NOV 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8562

11-16-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

RS-A 508(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70319

COUNTY NAME: Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 22 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
11-16-76	11-16-76	Secondary A 508	County Road

GENERAL LOCATION:
"Bellfountain Road-Pacific Hwy West Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering, grade, drain and high type pavement
(Code 6201 Miles 3.15)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work TEC $10,000 - FF $8,580.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested inMr. Rulien's letter of 10-28-76, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 para. 10e.

Also, as requested in Mr. Rulien's 10-28-76 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $300,000 - Federal funds $257,400 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-16-76	G. K. Hansen	Division Administrator

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE

Form FHWA 121 (Rev. 5-73)

8562

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 11, 1976

In reply refer to: 1041B.2

SUBJECT: Project Assessment
Bellfountain Rd.-Pac. Hwy. W.
Greenberry Road
Benton County
RS-A508(-)

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's November 5, 1976 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also conur with your traffic noise analysis.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

NOTED
E. S. HUNTER

cc:
OSHD (Potter)
" (Laux)
" (Region 2, E. Welsh)

RECEIVED
STATE HWY ENGR
NOV 24 '76
REFER TO
Rulien
FOR
ENGR | ASST | RD | DR | SUR | ADM

8562

~~PRO 6-2~~

October 28, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70319
Project No. RS-A508(1)
Bellfountain Road-Pacific Hwy. West Section
Benton County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1. Authorization to proceed with all phases of the preliminary engineering as programed at an estimated total cost of $10,000 with obligation of $8,580 in federal funds.

2. Authorization to proceed with actions necessary to advance to completion, in accordance with provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $300,000 with an obligation of $257,400 in federal funds.

DRH:ljt
Attachments

cc: C. O. Fredrickson (Reg. 3)
D. E. Swan
H. Reynoldson

TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

October 28, 1976

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 68		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
2		Co. Rd, Jct SR99W 6 Mi S of Corvallis W 3.2 Mi	ADT	400 DHV 60	700	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	UA CLASSIF. (70)	UA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 28	NUMBER 29 37
3	PE, Gr, Dr, High-Type Surface								RS-	A508

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME (11)(12)	CODE
4	Rural Secondary	Benton	003

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S.
---		A508	Co.Rd.	--

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) 66	FEDERAL FUNDS (67) 76	STATE FUNDS	OTHER FUNDS
5					PE		"Bellfountain Rd.-Pacific Hwy. West Sect."	3.15	10,000	8,580	1,420	
6					ROW							
7					CONST (CODE) 6201			3.15	300,000	257,400	21,300	21,300 (Co.)
							PROJECT TOTALS	3.15	310,000	265,980	22,720	21,300 (Co.)

CARD	CODE	PREPARED BY	DRH
1	1		
	14	PROGRAM APPROVAL DATES	

(16) (23)(24) (33) REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 28, 1976

PROJECT LOCATION (35 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd, Jct SR99W 6 Mi S of Corvallis W 3.2 Mi	ADT	400 DHV 60	700	96	10	Oregon	41	075	70319

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	UA CLASSIF.	DI. AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Type Surface								RS-	A508	(1)		

	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Benton	003	1 OR 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
---		A508	Co.Rd.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			3.15	10,000	8,580	1,420		(Utility adjustment required including preparatory work)
W								
IST (E) 01		"Bellfountain Rd.-Pacific Hwy. West Sect."	3.15	300,000	257,400	21,300	21,300 (Co.)	ROW-60' min.; Access Control-None; Parking Restrictions None;
DRH		PROJECT TOTALS	3.15	310,000	265,980	22,720	21,300 (Co.)	

VAL DATES

REMARKS

-over-

BELLFOUNTAIN RD.-PACIFIC HWY. WEST SECTION

PROJECT NO. RS-A508(1)

Existing Facility:

Roadway - Two 10' travel lanes of high-type surface with variable width shoulders of 1 to 5 feet.

Structure- Muddy Creek Bridge, length 154'; width 35'; reinforced concrete structure.

Railroad - See "Railroad Crossing Data" below.

Project Data: Work under this project consists of the following:

1. All phases of preliminary engineering including utility preparatory work.

2. High-type pavement providing two 12' lanes with 4' shoulders (2' of shoulders paved) and other work common to this type of project. Adjustment of utilities as required.

Railroad Crossing Data:

Crossing No.	F-681.30
Name of Railroad	Southern Pacific Trans. Co.
No. of Tracks	One
No. of Trains	Four (2 Thru & 2 Switch)
No. of High-Speed Trains	None
Existing Crossing Protection	Two Crossbucks
Proposed Crossing Protection	Two Crossbucks & Advance Warning Signs.
Railroad Benefits	None

Right-of-Way: Additional not required.

Systems Action, Airports, ~~Railroads,~~ Water Developments and Recreational Areas: None involved.

Note: Corvallis Municipal Airport lies within 2 miles of the project. The runways are oriented such that proposed work will not cause any conflict.

IM 50-1-70 Requirements: Exempt from the State Clearinghouse District 4 Clearinghouse A-95 review under working agre

FHPM 7-7-2 Requirements: Non-major action project as paragraph 10e.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon A
(b) Location/Design - Not a factor in the developm project.

NOTE: This project is in Congressional District No. 1

CIFIC HWY. WEST SECTION

(1)

10' travel lanes of high-type surface with
ariable width shoulders of 1 to 5 feet.

dy Creek Bridge, length 154'; width 35';
nforced concrete structure.

"Railroad Crossing Data" below.

k under this project consists of the following:

of preliminary engineering including utility
work.

avement providing two 12' lanes with 4'
2' of shoulders paved) and other work common
e of project. Adjustment of utilities as

Data:

	F-681.30
d	Southern Pacific Trans. Co.
	One
	Four (2 Thru & 2 Switch)
ed Trains	None
ng Protection	Two Crossbucks
ng Protection	Two Crossbucks & Advance Warning Signs.
ts	None

Right-of-Way: Additional not required.

Systems Action, Airports, ~~Railroads,~~ Water Developments, Historical and Recreational Areas: None involved.

Note: Corvallis Municipal Airport lies within 2 miles to the north of the project. The runways are oriented such that the proposed work will not cause any conflict.

IM 50-1-70 Requirements: Exempt from the State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Non-major action project as set forth in paragraph 10e.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan.
(b) Location/Design - Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 1.

8562

Form 31-734-2M-69

Item 70-21

FAS A508 (206)
Benton Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ..... Bellfountain Rd. - Pacific Hwy. West. Date ..... October 5, ..., 1976

Highway ..... Greenberry Rd (County) FAS A508 Authorization No. 1

County ..... Benton Survey Prefix 502-1942
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the intersection of Greenberry Rd and Bellfountain Rd. (FAS 830).. The easterly terminus is the intersection of Greenberry Road and Pacific Hwy. West. Total project length is 3.09 miles.

Purpose of survey:

To prepare plans, specifications and cost estimate to overlay Greenberry Rd. This is an FAS-C project.

RECEIVED
COUNTY & CITY SECTION
NOV 24 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☒ RPE ☐

RS-A508(1)

Estimate of cost:

Field	901	2,300
County	903	500
Plans	905	2,000
Soils	910	4,500
Specifications	921	400
Environmental	923	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 10,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by: James E. Chaney
for D. Nelson
James E. Chaney
Field Engineer

Recommended for Approval:
Lloyd Nanes
Regional Engineer

Recommended for Approval:
Frank E. Reopin
Location Engineer

Approved:
E J Whitty
Deputy
~~Assistant~~ State Highway Engineer
XXXXX

SP*19760-734

11-16-76
FAS-C

C[illegible] JURISDICTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

October 28, 1976

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
C[illegible]		Co. Rd, Jct SR99W 6 Mi S of Corvallis W 3.2 Mi	ADT	400 DHV 50	700	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV. AREA	CA CLASSIF.	CA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
C[illegible]	PE, Gr, Dr, High-Type Surface								RS-	A508

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
C[illegible]	Rural Secondary	Benton

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
---		A508	Co.Rd.	--

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
C[illegible]					PE			3.15	10,000	8,580	1,420	
					ROW							
					CONST (CODE) 6201		"Bellfountain Rd.-Pacific Hwy. West Sect."	3.15	300,000	257,400	21,300	21,300 (C
								3.15	310,000	265,980	22,720	21,300 (C

CARD	CODE	PREPARED BY	PROJECT TOTALS
C[illegible]	1	DRH	

PROGRAM APPROVAL DATES 10-4-76

REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 28, 1976

PROJECT LOCATION (35 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd, Jct SR99W 6 Mi S of Corvallis W 3.2 Mi	ADT	400 DHV 50	700	96	10	Oregon	41	075	70319

WORK (35 typewriter spaces)	NATL. FOREST	PM ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	Project Only POST MI.	DESIG.
-Type Surface								RS-	A508	(1)		

	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Benton	003	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
---	A508	Co.Rd.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			3.15	10,000	8,580	1,420		(Utility adjustment required including preparatory work)
SW								ROW-60' min.; Access Control-None Parking Restriction None;
DIST		"Bellfountain Rd.- Pacific Hwy. West Sect."	3.15	300,000	257,400	21,300	21,300 (Co.)	
DRH		PROJECT TOTALS	3.15	310,000	265,980	22,720	21,300 (Co.)	

OVAL DATES 10-4-76

REMARKS

-over-

BELLFOUNTAIN RD.-PACIFIC HWY. WEST SECTION

PROJECT NO. RS-A503(1)

Existing Facility:

Roadway - Two 10' travel lanes of high-type surface with variable width shoulders of 1 to 5 feet.

Structure- Muddy Creek Bridge, length 154'; width 35'; reinforced concrete structure.

Railroad - See "Railroad Crossing Data" below.

Project Data: Work under this project consists of the following:

1. All phases of preliminary engineering including utility preparatory work.

2. High-type pavement providing two 12' lanes with 4' shoulders (2' of shoulders paved) and other work common to this type of project. Adjustment of utilities as required.

Railroad Crossing Data:

Crossing No.	F-681.30
Name of Railroad	Southern Pacific Trans. Co.
No. of Tracks	One
No. of Trains	Four (2 Thru & 2 Switch)
No. of High-Speed Trains	None
Existing Crossing Protection	Two Crossbucks
Proposed Crossing Protection	Two Crossbucks & Advance Warning Signs.
Railroad Benefits	None

Right-of-Way: Additional not required.

Systems Action, Airports, ~~Railroads,~~ Water Development and Recreational Areas: None involved.

Note: Corvallis Municipal Airport lies within 2 miles of the project. The runways are oriented such that proposed work will not cause any conflict.

IM 50-1-70 Requirements: Exempt from the State Clearinghouse District 4 Clearinghouse A-95 review under working agr

FHPM 7-7-2 Requirements: Non-major action project as paragraph 10e.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon A
(b) Location/Design - Not a factor in the developm project.

NOTE: This project is in Congressional District No. 1

-PACIFIC HWY. WEST SECTION

603(1)

:

o 10' travel lanes of high-type surface with variable width shoulders of 1 to 5 feet.

idy Creek Bridge, length 154'; width 35'; einforced concrete structure.

e "Railroad Crossing Data" below.

rk under this project consists of the following:

of preliminary engineering including utility y work.

pavement providing two 12' lanes with 4' (2' of shoulders paved) and other work common pe of project. Adjustment of utilities as

Data:

	F-681.30
ad	Southern Pacific Trans. Co.
	One
	Four (2 Thru & 2 Switch)
eed Trains	None
ing Protection	Two Crossbucks
ing Protection	Two Crossbucks & Advance Warning Signs.
its	None

Right-of-Way: Additional not required.

Systems Action, Airports, ~~Railroads,~~ Water Developments, Historical and Recreational Areas: None involved.

Note: Corvallis Municipal Airport lies within 2 miles to the north of the project. The runways are oriented such that the proposed work will not cause any conflict.

IM 50-1-70 Requirements: Exempt from the State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Non-major action project as set forth in paragraph 10e.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan.
(b) Location/Design - Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 1.

8562

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Ballfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Mussom Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/ Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Handt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

BENTON COUNTY
Proposed FAS-C Project

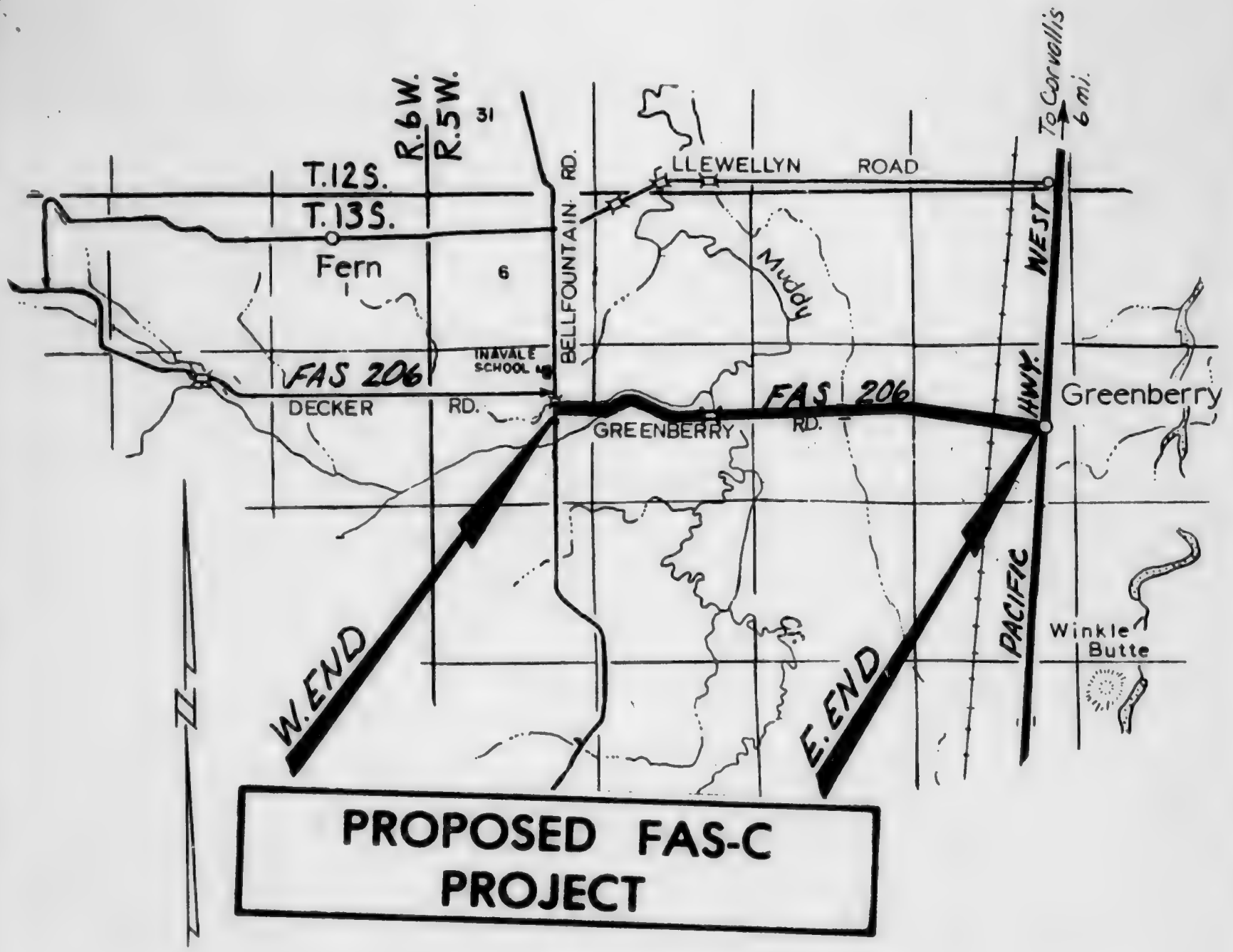
Bellfountain Road-Pacific Highway West Section
Greenberry Road, County Road No. 35240
FAS A508
Pave; 3.15 miles
$300,000

Widen and pave Bellfountain Road with two 11-foot travel lanes and 4-foot paved shoulders, on existing grade and alignment. Contractor will pave and place shoulder rock. County will grade, drain and base the widened shoulder area, will install the guardrail, and sign the project outside the work area.

Additional right-of-way will not be required and a hearing will not be necessary.

State will perform all engineering.

76-f
9/13/76



BELLFOUNTAIN RD.~ PACIFIC HWY. W.

GREENBERRY RD. FAS ROUTE 206

Benton County

8562

FAS Benton C

Salem, Oregon
March 5, 1976

Robert H. Prange
Rural Engineer

Proposed FAS-C Projects
FAS 205, 206 and 830
Benton County

Mr. Phil Stearns
Region 2 Federal Aid Engineer
East Salem Highway Building

We have reviewed Benton County's letter of intent to apply for four FAS-C projects and have determined that one of the four is presently not eligible and the other three, while feasible, can not all be funded at the same time.

Since the Functional Classification Study has classified Independence Road (FAS 205) as a minor arterial it can no longer be designated a Federal Aid Secondary Route. It will then become ineligible for the expenditure of FAS funds for its improvement. Although we have until June 30, 1976 to contract on-going FAS-C projects on routes which are going off the FAS System, we could not program and develop Benton County's Independence Road project in time to meet that deadline.

The three projects in the Bellfountain area all look good as far as systems go; however, according to our FAS-C fund status Benton County is not in a position to fund all three projects at the same time. The total estimated costs of these projects amount to $1,060,000 and the county has a maximum potential of $380,000 in Federal funds ($15,000 accumulated plus $365,000 five-year advance). When adding matching funds, this converts to a maximum project of $487,000.

The accumulated unreserved account amounted to about $2,464,000, however, other counties with a higher priority than Benton County soon depleted the unreserved funds. Therefore, whatever projects Benton County applys for would have to be held until Congress passes a 1976 Federal Aid Highway Act and appropriates new funds.

RHP:sch

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 753-7345 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

January 30, 1976

Mr. G. N. Hopkins
Project Management Section
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

Please consider this letter as notice of Benton County's intent to apply for Federal Aid Secondary Funds on one of several projects currently under consideration. A list of these projects by Federal Aid Secondary Road Number is as follows:

(1) FAS No. 830 (C.R. #25100) Bellfountain Road from Gray Creek to C.R. # 35220 (Bruce Road)

Reconstruction involving grading and paving with possible realignment. Estiamted Cost: $380,000.00

(2) FAS No. 206 (C.R. #35240) Greenberry Road from Highway 99 W. to C.R. #25100 (Bellfountain Road) Widening and Paving.

Estimated Cost: $300,000.00.

(3) FAS No. 206 (C.R. #26240) Decker Road from Bellfountain Road to Hwy. 34, widening and paving. Estimated Cost: $380,000.

(4) FAS No. 205 (C.R. #14430) Independence Road (widening and paving from Frasier Creek to Camp Adair Road) C.R. #04450 (widening and paving). Estimated Cost: $250,000.00

It is our intent to apply for these funds upon review of the projects by the budget committee and interested citizen's

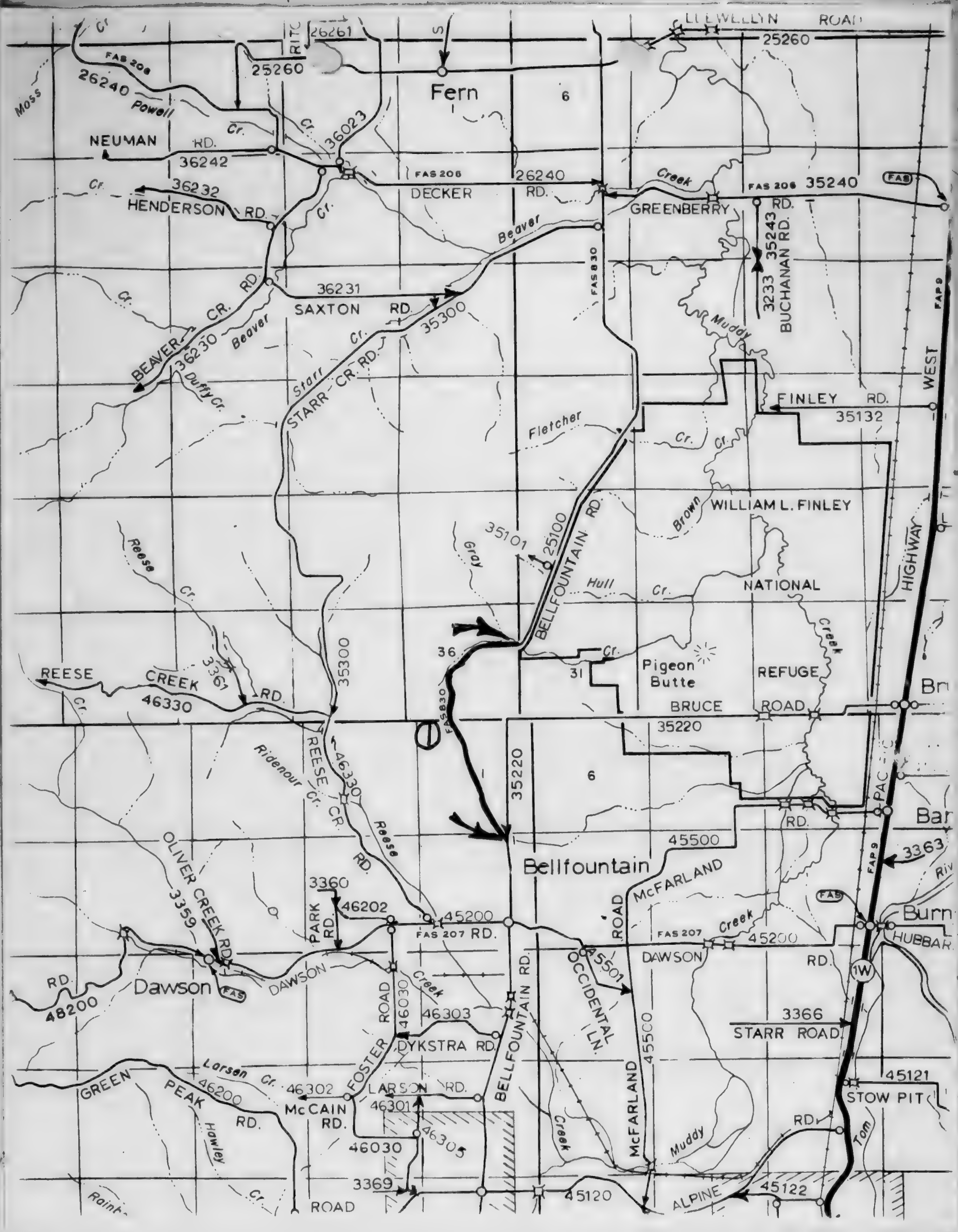
Sincerely,

James E. Blair
Director of Public Works

JEB:cp

cc: Benton County Commissioners

PROJECT MANAGEMENT
FEB - 3 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me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LLEWELLYN ROAD
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Powell
Moss
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DAWSON RD.
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Creek
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DYKSTRA RD.
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LARSON RD.
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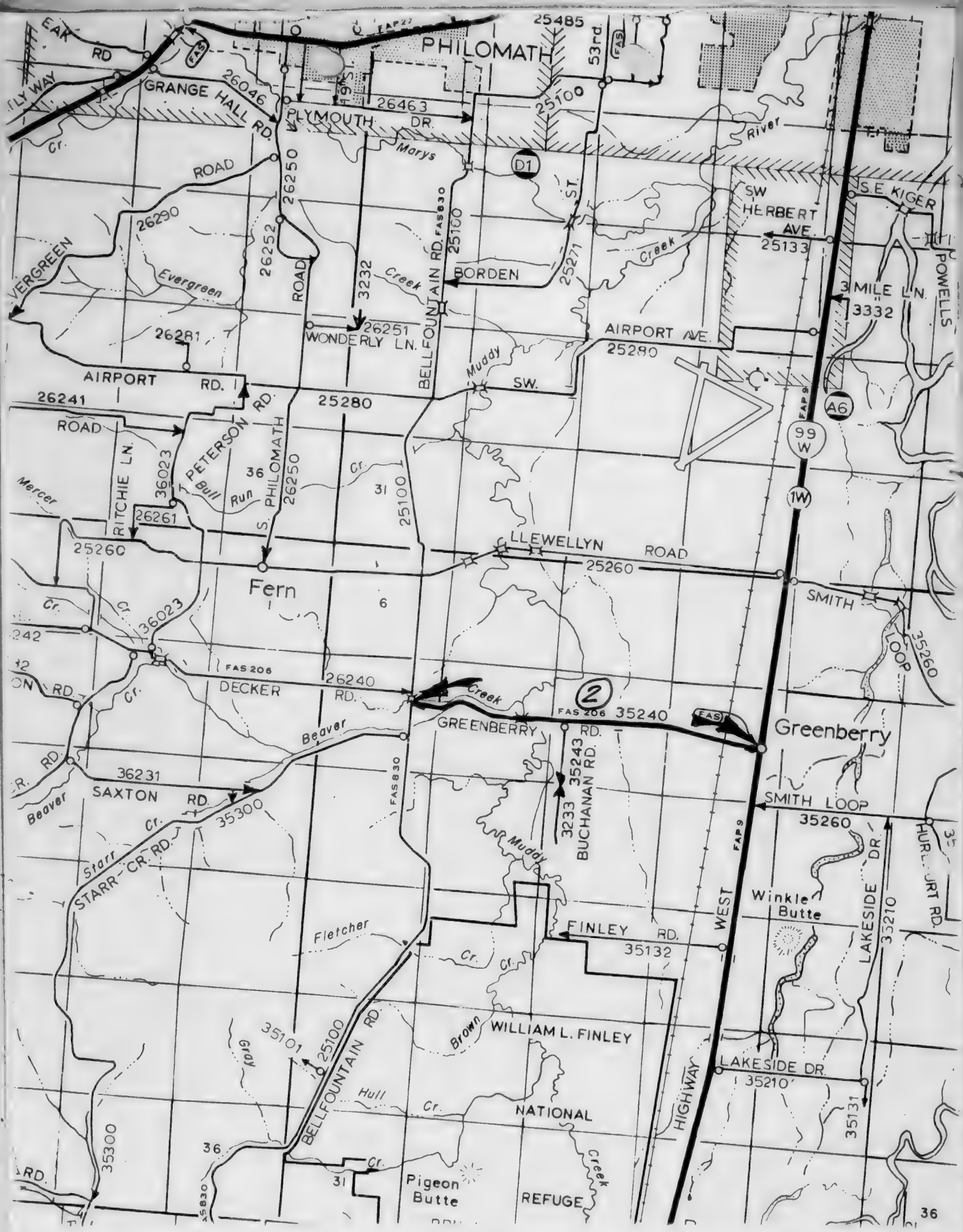
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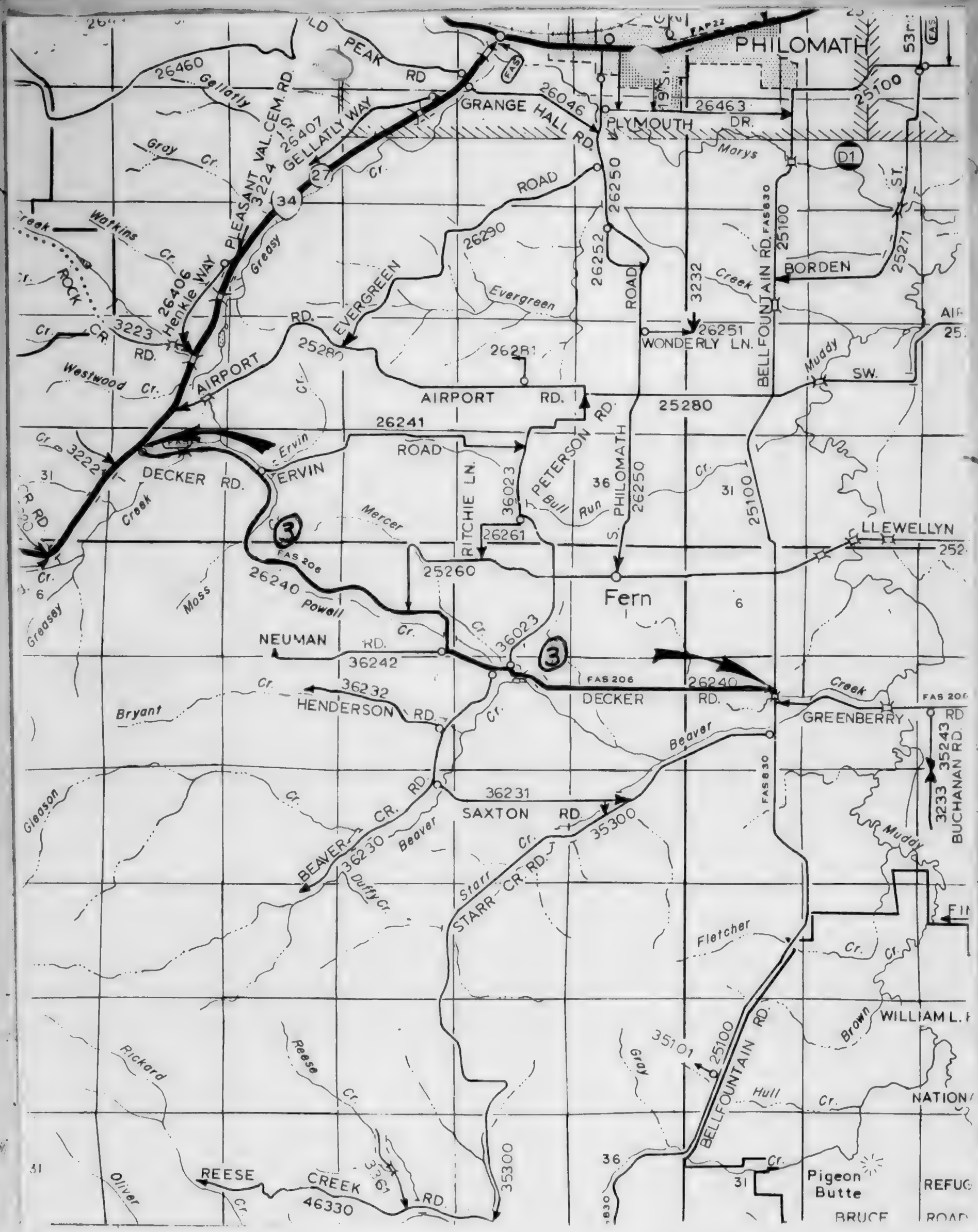
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KEY TO
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD
RIVER

$562

FORM 81-734-3030

Benton Co.
FAS 206

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 02-
24-

Salem, Oregon
March 4, 1976

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: FAS-C Applications
Marion, Benton Counties

TO: George N. Hopkins
PROJECT DEVELOPMENT COORDINATOR

Greenberry Rd. No
FAS 206

Attached are project request forms and project assessments for one project each from Marion and Benton Counties. These are being submitted in response to your letter of February 9, 1976.

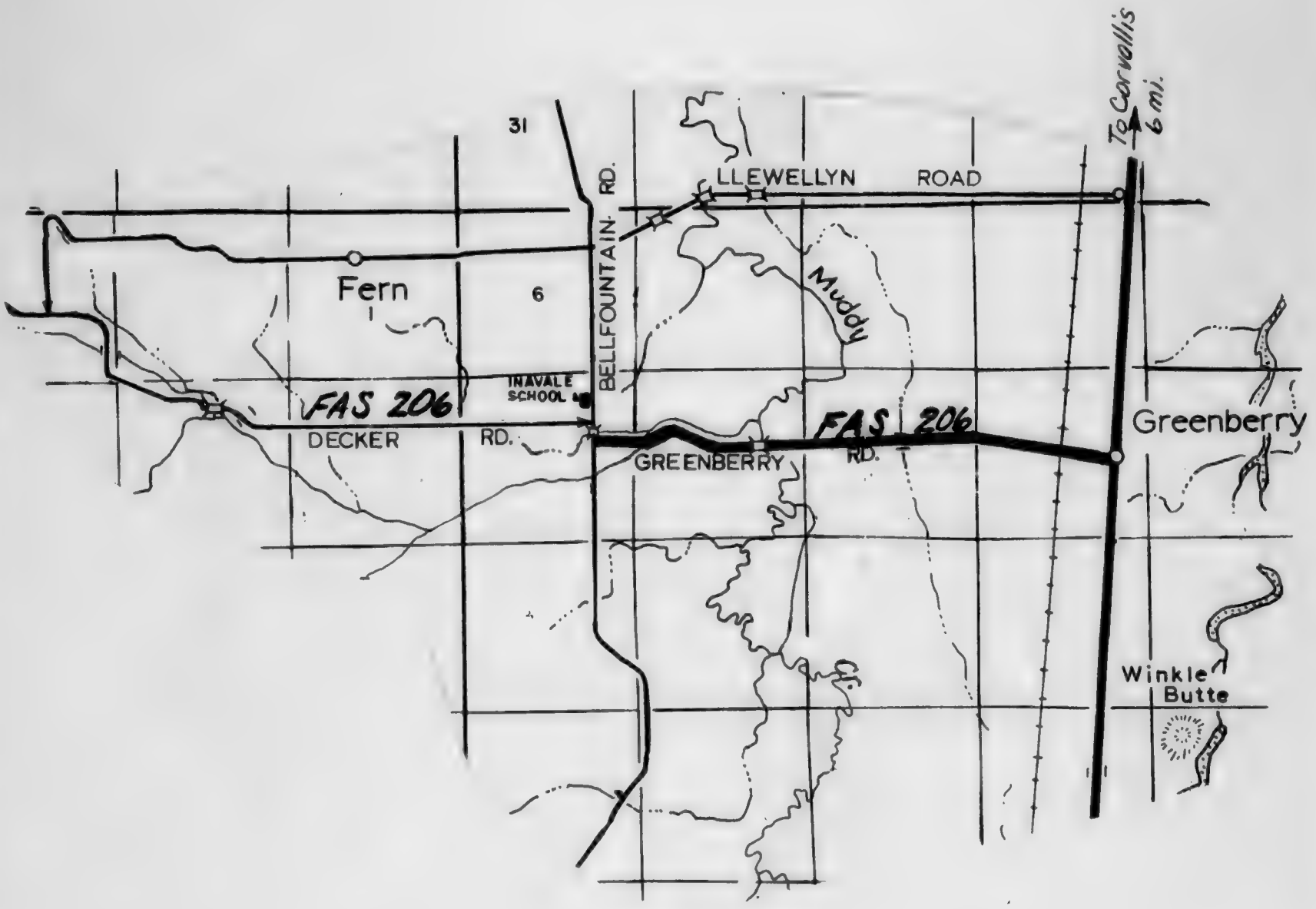
I have reviewed the requests and made revisions to the proposed widths, and in the case of Marion County, revised the estimate to $350,000 at their request.

POS/lea

attachment

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
MAR - 5 '76
REFER TO: Prange
FOR
Info | Investigate | R/W | Action | File | Letter
✓


31
LLEWELLYN ROAD
To Corvallis
6 mi.
BELLFOUNTAIN RD.
Fern
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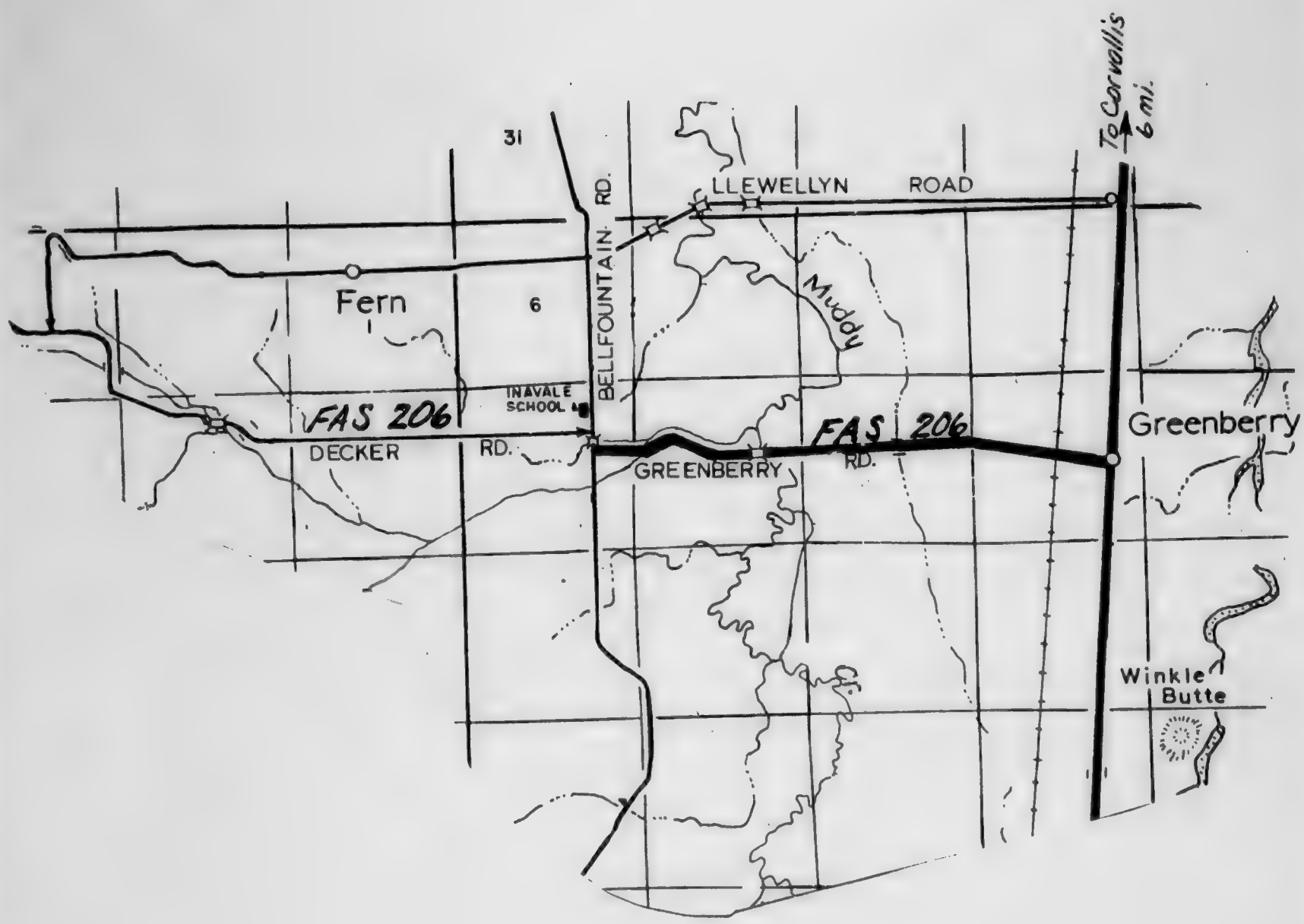
Muddy
FAS 206
INAVALE SCHOOL
DECKER RD.
FAS 206
GREENBERRY RD.
GREENBERRY
Greenberry
Winkle Butte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To Corvallis 6 mi.
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Muddy
INAVALE SCHOOL
FAS 206
DECKER RD.
GREENBERRY RD.
FAS 206
Greenberry
Winkle Butte

8563 Cottonwood Creek-Harney Co. 1977
Line Sec. on John Day-Burns Hwy.
(Paving)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

cc: State (H. S. Coulter)
#8543

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION & FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Grant	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
5-14-79	David B. Carter, Area Engineer	F-69(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-1-77	8-31-78	100 %	90 calendar work days

APPROVED EXTENSIONS	LOCATION
10 calendar work days	Approximately 29 miles north of Burns, Oregon, on U.S. 395.

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
MAY 23 '79
REFER TO
FOR
Info | Interes | R/D | D/R | Sig | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

5-23 ok

COTTONWOOD CREEK-HARNEY COUNTY LINE
JOHN DAY-BURNS HIGHWAY
GRANT COUNTY
Paving

This project provided for the resurfacing of 8.10 miles of this highway.

The contractor used 100 calendar workdays to complete the project. The contract provided 90 calendar workdays. The contractor requested, and the State approved, a 10-day time extension. Therefore, the liquidated damages previously assessed the contractor were returned.

The final amount of the contract bid items was $390,620.64. The original contract amount was $416,640.00. The final contract amount including engineering was $441,842.26. The original authorization including engineering was $476,972.40.

The contractor for this project was R. L. Coats doing business at B. B. Newport Avenue, Bend, Oregon 97701. The contract was awarded on July 11, 1977 and time began on July 25, 1977.

A final inspection of the project was made on October 21, 1977 in company with Dale Allen, Region 5 Construction Engineer; Pat Schwartz, Region 5 Engineer; and Barry Hatcher, Resident Engineer; OSHD.

All participating work has been completed. Project is signed and striped.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by D. B. Carter David B. Carter, Area Engr.		SIGNATURE: Original Signed By G. K. HOSSNER G. K. Hossner, Field Operations Engineer	
TITLE: Area Engineer	DATE: 5-24-79	TITLE: Field Operations Engineer	DATE: 5-22-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8563

9

September 6, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On September 5, 1978, we wrote to you concerning release of final payment on Contract No. 8563 awarded to R. L. Coats for paving on the Cottonwood Creek-Harney County Line Section of the John Day-Burns Highway in Grant County.

Final payment on this contract is $10,000 and the total contract amount is $409,662.93. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc R. L. Coats
63285 Skyline Ranch Rd.
Bend, OR 97701

bc C. T. Keasey
Walt Hart
Wendell Schwartz

8563 48

Salem, Oregon
August 16, 1978

W. E. Cole
Design Engineering Supervisor

J. R. Hagedorn
Resident Engineer

Cottonwoods Cr.-Harney Co. Line
Contract No. 8563
(Construction Narrative Report)

This letter acknowledges receipt of your Narrative Report on the subject project.

Remarks:

A leveling allowance of Class "C" asphalt one inch thick, approximately 5,060 tons, was computed and included in the project estimate. We were not aware that the old pavement was distorted and required the crown to be built up.

As for the shoulder work involved the depth of the existing base rock on the shoulders was checked by the Region Geologist to see if they were stable enough for a minimum overlay (Re: Letter dated May 25, 1977).

On May 24, 1977, the Region Engineer called and informed this office that the existing base rock, two inches below the existing shoulders, was good material and due to limit on funding of this project the full depth asphalt could not be considered.

We appreciate getting these reports and hope that this letter explains the problems you encountered.

WEC:ab
bc: W. E. Cole

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 16 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up ___/___/___
Action

8563

March 6, 1978

Mr. R. L. Coats, General Contractor
Boundary Box, Newport Avenue
Bend, Oregon 97701

Dear Mr. Coats:

We have carefully reviewed your request for a 10-day time extension on the Cottonwood Creek-Harney County Line Section of the John Day-Burns Highway, Contract No. 8563.

The reasons stated in your request are not valid for an increase in the number of workdays and no time extension is granted. However, we have determined that the work added under this contract to utilize excess asphaltic concrete paving aggregates to dress the existing highway shoulder and make it safer for the travelling public did require additional time, and for this reason, I am granting a 10-day extension of workdays which will eliminate all liquidated damages.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr js

bc: C. T. Keasey
Dale Allen
Robert Church
J. R. Hagedorn
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 28, 1978

FILE: CON 5 #8563

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Cottonwood Creek-Harney
County Line Section
John Day-Burns Highway
Contract No. 8563

The contractor on the subject project, R. L. Coats Construction, has requested a time extension of 10 calendar workdays on the subject project. Some pertinent dates and times are as follows:

Date of award	July 11, 1977
Workday count began	July 25, 1977
Work started	August 8, 1977
Specified completion	90 calendar workdays
Actual completion	100 calendar workdays

The contractor has based his request for an increase in workdays on the increase in work which he was required to perform on two other State Highway contracts. This is not a valid reason for time extension and no extension should be allowed for the requested reasons. However, the contractor probably does have cause to request extension of time to complete the subject project due to a late change order instigated by us.

This was an overlay project on which we had provided just enough shoulder aggregate to fill in the wedge between the overlay and the existing surface. No provision was made in the contract to provide for shoulder construction or any additional shoulder dressing required. Late in the project it was determined that we could make use of some blended excess asphaltic concrete aggregate to dress some of the irregular shoulder areas and provide a safer shoulder condition for the travelling public. A price agreement, Price Agreement No. 3, was written to provide for this work. It amounted to placing some 2,000 tons of additional aggregate on the shoulders. For the reason of this added work, it is recommended that the contractor be granted the 10-day time extension requested.

A rough draft letter to the contractor is attached. This is a Federal-aid project; however, under our present short cut procedures, this request does not require FHWA concurrence.

OBJ:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
MAR 3'78
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

E-330 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 12-16, 19 77

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar workdays from 90 days to 100 days, within which to complete our Contract No. 8563, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Increased amount of work Contr. #8483 Price Agreement #1 (4 Days)
P.R. H I 17152 at same site as Contract #8483
Increased amount of work Contr. #8563 Price Agreement #2 & 3 (6 Days)
Copies of all Price Agreements Attached.

Respectfully submitted,

R. L. Coats
Contractor

By R. L Coats

CONSENT OF SURETY

Date December 21, 19 77

We, SAFECO INSURANCE COMPANY OF AMERICA

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SAFECO INSURANCE COMPANY OF AMERICA
C. A. Tomassene
Attorney-in-fact

C. A. TOMASSENE, Attorney-in-Fact
Resident Agent

C. A. TOMASSENE & SON

(SEAL) SAFECO INSURANCE COMPANY OF AMERICA — CORPORATE SEAL — 1953 — STATE OF WASHINGTON

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8563 Contractor R. L. Coats

Highway John Day–Burns

Section Cottonwood Creek–Harney County Line

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

To place excess asphaltic concrete aggregate on shoulders under Price Agreement No. 3.

Recommended for Approval:

Division Engineer

O. B. Jackman
For Construction Engineer ~~Bridge Engineer~~

State Highway Engineer

Contract No.	8563
Project designation	F-69(1) (State-Federal)
Date awarded	July 11, 1977
Work started	August 8, 1977
Per cent completed	100 Nov. 1, 1977 (Date)
No. of Workdays Allowed	90
No. of Workdays Used	100
No. of Added Workdays Requested	10

SP*8296-734

Form 21-734-1189 (Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Cuano Valley Section Date March 28, 19 77

Highway Warner Contract No. 8483

County Lake Prefix 119-105A

Contractor R. L. Coats F. A. Project No. RS-333(5)

Address B. B. Newport Ave., Bend, Oregon 97701 Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Increase Quantities of Bid Itme No. 7,(General Excavation), No. 8(Watering) No. 9,(3/4-0 Aggregate Base) & No. 10,(Aggregate Subbase), to provide additional quantity f r removing all the soft spots (M.P. 53.63 to M.P. 56.62), shortening project to M.P. 56.62 and not using Aggregate Subbase M.P. 50.22 to M.P. 50.46.

Locations by station numbers:

M.P. 50.22 to M.P. 56.92

Names of pay items, estimated quantities and agreed prices:

Item No. & Name	Unit	Original Quantity	Revised Quantity	Increased Quantity	Unit Cost	Increased Amount
&						
7 Gen. Exc.	Cu. Yd.	2100	5500	3400	5.00	+ 17,000.00
8 Watering	M-Gal.	610	700	90	6.00	+ 540.00
9 3/4-0 Aggr. Base	Ton	6820	8120	1300	4.40	+ 5,720.00
10 Aggr. Subbase	Ton	30800	34340	3540	4.00	+ 14,160.00
	TOTAL INCREASE					$ 37,420.00

Specifications, basis of measurement and other provisions:

The 1974 Standard Specifications supplemented and/or modified by the Special Provisions for this project shall apply.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor the Regional Engineer, and the Resident Engineer

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$394,183.23
Present estimate of project cost, including $37,420.00 for work under this order	$415,975.00
Expected [redacted] over-run (amount)	$ 21,791.77
Expected [redacted] over-run (per cent)	5.53

Space to right of this line is for use of Salem Office

Submitted by: Wayne F. Cobine Resident Engineer

Signed R L Coats Contractor

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP-79088-734

PURCHASE ORDER

STATE OF OREGON

PAGE 1 OF 1

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

P.O. NO. 467501

Oregon State Highway Division
Dist. Engr., 2557 Altamont Drive, Klamath Falls, Oregon 97601
State Highway Division, Accounting Section
State Transportation Building, Salem, Oregon 97310

P.O. DATE: 7/19/77

NO INVOICES: 3

ACCOUNT NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE
10000 8520	76-77	11-4873-77	64-100

CLASS.	FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO	PURCHASE REQUEST NO.
	Highway Fund		734	PR H17152

VENDOR

R. L. Coats
B. B. Newport Ave.
Bend, Oregon 97701

F.O.B.	DELIVERY REQUIRED	TERMS
See Below	60 Days	

ITEM NO	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
1	Crushed Rock: The above material to conform to the following specifications: Sieve Size — Percent Passing 3/4" — 100 1/2" — 85-100 1/4" — 25-45 #10 — 0-10 #40 — 0-3 (Sand equivalent) (Plasticity Index) (Liquid Limit) S.E., P.I., L.L., durability and fracture shall conform to "Oregon State Highway specifications for Highway Construction" issue of 1974. Material to be produced and stockpiled at M.P. 56.6 approx. 60 mi. east of Lakeview on the Warner highway #431, and is to be used for maintenance repairs on that highway. RC:lt	3,000	CUYD	7.00	21,000.00

IN ADDITION TO THE CONDITIONS STATED HEREON, THIS ORDER IS SUBJECT TO CONDITIONS STATED IN THE INVITATION TO BID AND THE DEPARTMENT OF GENERAL SERVICES ADMINISTRATIVE RULES.

PURCHASING DIVISION — AUTHORIZED AGENT

VENDOR

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name ..... Date 19 77

Highway ..... Contract No. ....

County ..... Prefix .....

Contractor ..... F. A. Project No. .....

Address ..... Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish Class "C" Asphalt Concrete Mixture

Locations by station numbers:

At Contractors Asphalt Plant

Names of pay items, estimated quantities and agreed prices:

Class "C" Asphalt Concrete Mixture, 500 tons @ $14. = $7,000.

(Price to include asphalt cement; the brand, viscosity and percent of which shall be as per the project design mix).

Specifications, basis of measurement and other provisions: Strike maintenance trucks to receive mixture at the contractors plant. Mixture is to be produced in conformance with project mix design and other pertinent contract specifications. The final cost incurred under this agreement will be ultimately charged to prefix 13-4415-101.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

Project authorization . . . . . $ 476,972.10

Present estimate of project cost, including $ ..... for work under this order $ 476,972.10

Expected under-run / over-run (amount) . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: ..... Assistant Engineer

Approval Recommended: ..... Resident Engineer

Approval Recommended: ..... Construction Administration Engineer or Bridge Administration Engineer

Signed: ..... Contractor

Approved: ..... Construction Engineer

10-11-77

SP-0036-734

10-29-77

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Cottonwood Creek-Harney Co. line — Date: Oct. 17, 19

Highway: John Day-Burns — Contract No.: 0693

County: Grant — Prefix: 12-1040

Contractor: R. L. Coats — F. A. Project No.: F-60-(1)

Address: P.O. Box 1008, Bend, Or. 97701 — Price Agreement No.: 3

For the below described extra work or extra material to be performed or furnished under the contract above referred t contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the w to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract a accordance with the instructions of the engineer.

Work to be done:

Furnish & place shoulder aggregate.

Locations by station numbers:

Throughout project

Names of pay items, estimated quantities and agreed prices:

Shoulder aggregate, 2,000 tons at $4.50/ton $9,000.00

Specifications, basis of measurement and other provisions: The materials to be used are excess from paving aggregates, aggregate base and paving aggregate rejects & will be blended on a 1:1 basis. All work will be in accord with the Std. Specs. as supplemented and/or modified by the Contract special provisions.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer

Project authorization . . . . . $ 476,022.40

Present estimate of project cost, including $ 0.00 for work under this order $ 476,022.40

Expected under-run / over-run (amount) . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer — Signed: R. L. Coats

Approval Recommended: [signature] Regional Engineer

Approval Recommended: Construction Administration Engineer or Bridge Administration Engineer

Approved: [signature] 10-27-77

SP-0006-724 MEL 10-31-77

8563

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cottonwood Creek-Harney Co. LLine		WEEK ENDING: Nov. 5, 1977
		SECTION PREFIX: 12-1049
HIGHWAY: John Day-Burns		COUNTY: Grant
NAME OF JOB: Cottonwood Creek-Harney Co. Line	KIND OF WORK: Paving	
CONTRACTOR: RL Costs	CONTRACT NUMBER: 8563	FEDERAL AID PROJECT NUMBER: F-69(1)
DATE OF CONTRACT: July 11, 1977	DATE WORK STARTED: August 8, 1977	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS: 90 CWD	WORK DAYS USED: 100 CWD
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 111
PROJECT AUTHORIZATION: $476,240.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $438,418.40	ENGINEERING AUTHORIZATION: $37,821.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $438,418.40	ENGINEERING COST TO DATE: $27,655.50	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 71 %	DATE PROJECT WAS COMPLETED: November 1, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		8.10			8.10
MILES PARTIALLY COMPLETED					
MILES COMPLETED		8.10			8.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)		4,500 Ton			17,700 Ton
TOTAL QUANTITIES CORRECTED TO DATE		7,169			17188 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		7,169			17,188
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0			0
NUMBER OF SHIFTS PER DAY		0	1/2 days sight posts		0
HOURS PER SHIFT		0	8		0

EQUIPMENT USED DURING THE WEEK:

2 trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Pt. cloudy	1		
MONDAY	Pt. cloudy	1		
TUESDAY	Cloudy-mild	1		Project completed
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keasey K — Richards

Bond — Glenn

Jackmond — Berg

Hopkins — Church

Johnsen

Inloes

RECEIVED
NOV 7 1977
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	Two men setting guide posts. One man directing traffic.
TUESDAY	Installation of sight posts completed today. This completes contract work for project.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work on Quarry cleanup yet to be done on extra work order.

SIGNED J. R. Hagedorn LOCATION Hermiston

J. R. Hagedorn

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8563

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 8-160	FEDERAL-AID PROJECT AGREEMENT 7-18-77	County: Grant
		Project No.: TQF-69(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395, Harney Co. Line, N. 8.1 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	6-15-77	8.10

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro rata 85.8% FEDERAL FUNDS
$ 476,972	$ 409,241

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter
Technical Services Engineer
(Title)

By
State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator AUG 10 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, August 12, 1977

Federal Aid Project
No. TQF-69(1)

Cottonwood Creek-Harney Co. Line Section
John Day-Burns Highway
Grant County

Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 32.28 to M.P. 40.38)

Mobilization	All Required		$ 40,000.00
Temporary Protection and Direction of Traffic	All Required		20,000.00
Temporary Signs	508 Sq.Ft.	5.00	2,540.00
Temporary Barricades	2 Only	100.00	200.00
Flagmen	800 Hour	16.00	12,800.00
Pilot Car	400 Hour	20.00	8,000.00
Preparation of Shoulders	8.1 Mile	1,000.00	8,100.00
Watering	140 M-Gal.	10.00	1,400.00
3/4"-0 Aggregate Base	4,600 Ton	6.00	27,600.00
Class "E" Asphalt Concrete Mixture	10,000 Ton	9.60	96,000.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	7,700 Ton	10.00	77,000.00
Asphalt Cement in Mixture	1,200 Ton	90.00	108,000.00
Portland Cement or Lime Additive in Class "E" Mixture	100 Ton	80.00	8,000.00
Asphalt in Tack Coat	25 Ton	120.00	3,000.00
Delineators	250 Only	16.00	4,000.00
			$416,640.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 3,300.00
Lab Building (S.F. Moving Cost Only)	All Required		300.00
			$ 3,600.00
	Subtotal		$420,240.00
	Engineering		56,732.00
	Total		$476,972.00

Length of Project . . . . . 8.10 Miles
Cost of Roadway Per Mile. $58,885.43

Federal Funds (85.8%)	$409,241.00
State Funds	67,731.00
Total	$476,972.00

Group 1 100%
Contract No. 8563
Prefix No. 12-1049

8563 48 N

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/23/77
Donald L Rust

7-7-77
6-23-77 Bid Letting _____ All Clear Deadline

SECTION ~~Silver~~ Cottonwood Cr. - Harney Co. Line
Highway Dale Dyer - Burns
County Grant Region ____
Type of Work Overlay Funds FA
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	Statewide - no problems
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.		X			X	Anticipate no problems with DOGMI Permit
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

8563

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: TQF 69(1)

STATE PROJECT NO.: See below

COUNTY NAME: Grant

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70128

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 7'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6-15-77	Primar- 69	Primary 48

GENERAL LOCATION:

"Cottonwood Creek-Harney County Line"

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program Change
- ☐ ACQUISITION OF RIGHT OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's June 24, 1977, letter, I approve program change as follows:

1. Appropriation Code: Change to 124
2. Class of Federal Funds : Change to Transition Quarter (FY76)
3. Project No: Change to TQF-69(1)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-24-77		For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8563 6-15-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-69(1)

STATE PROJECT NO. See below

COUNTY NAME Grant

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70128

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 30 '77
REFER TO
FOR
Info | Interest | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-15-77	6-15-77	Primary 69	Primary 48

GENERAL LOCATION:
"Cottonwood Creek-Harney County Line"

GENERAL DESCRIPTION OF WORK:
High Type Pavement (Code 6201 Miles 8.1)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☒ OTHER (Specify) Permanent Pavement Striping (S. F.) $3,300; Lab Building (S. F. moving cost only) $300

☐ CONSTRUCTION - PROCFED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6-3-77 letter I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10E.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6-10-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $438,391-federal funds $376,139.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-15-77	D. K. Swanson	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8563

48

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 31, 1977

In reply refer to: HA.5

SUBJECT: Oregon Project FAP 69(1)
Cottonwood Cr.-Harney Co. Line
John Day-Burns Highway

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
ATTN: Duane Christensen

We approve the proposed overlay described in Mr. Christensen's May 25, 1977, letter.

for G. L. Green

1 Versteeg
Olson
2 Christensen DC
Scott
Swenson
Savage
Trout

RECEIVED
JUN 06 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
Beard Reed
Col WEC Sample
Erikson Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
STATE HWY ENGR
JUN 3 '77
REFER TO
FOR
Info Invest R/D D/R Sign Act

RECEIVED
JUN 3 1977
BRIDGE SECTION

8563

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

May 25, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: E. J. Valach

Dear Sir:

Cottonwood Cr.-Harney Co. Line
John Day-Burns Highway
Grant County

Attached are two sets of reduced prints of a title sheet and typical sections for the proposed overlay project.

We are proposing to overlay an 8.1 mile section of the John Day-Burns Highway from M.P. 32.28 to M.P. 40.38. This section presently has an existing 20' wide bituminous surface and 2' to 6' wide shoulders for an average shoulder-to-shoulder width of 28'. The present ADT is 420.

The proposed overlay will provide for a paved 26' normal shoulder-to-shoulder section consisting of 11' lanes and 2' shoulders. The existing surfacing will be patched and leveled with 1" of Class "C" and overlayed with a 1-1/2" Class "E" ACWS. The additional paved lane and shoulder width will be provided by cutting out the existing shoulder for a depth of 4" and replacing with 2" of aggregate and 2" of Class "C" asphaltic concrete and then overlaying with 1-1/2" of Class "E" ACWS. Plans will call for a future final 3" ACWS by others.

The field engineers have sampled the shoulder at nine different locations on each side of the paved surfacing (a total of 18 locations) throughout the 8 miles. They found 3" to 4" of contaminated rock and below that 8" to 15" of good aggregate base. We believe that our proposal outlined above will give us a good pavement section that will be cost effective and justifiable.

This design is consistent with the 1977 AASHTO publication entitled "Geometric Design Guide for Resurfacing, Restoration and Rehabilitation (R-R-R) of Highways and Streets". It will provide a substantially better riding and wider top surface thereby increasing safety and improving operating conditions to the most feasible degree in a cost effective manner.

The above was discussed with and tentatively approved by Mr. Valach on May 24, 1977. This project is scheduled for the June 23, 1977, bid letting and is estimated to cost $474,000 with engineering and contingencies. Please review this proposed typical section and base design and give us your approval.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:jh
cc: E. S. Hunter
Frank Terpin
Gary Potter
George Hopkins
W. E. Schwartz
Bill Cole

RECEIVED
STATE HWY ENGR
MAY 26 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8564 Collier State Park Williamson 1977
River Se. of The Dalles-Calif. Hwy
(Paving)

8564

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

4

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Collier Park-Williamson River
The Dalles-California Highway #4

REGION 4

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 1.9-1-180

DATE 5/9/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		200	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		200			

RIGHT-OF-WAY PREFIX	TOTALS	$ 8,600 / $ 8,600
FEDERAL AID PROJECT NUMBER	PREVIOUS AUTHORIZATION	$
LOCATION ENGINEER'S REMARKS	ADD. AUTH. REQUIRED	$

Prepare plans, specifications and estimate for a protective overlay by contract.

1 Verstoep ✓
Anderson
Adams
Mumm
3 Stinnett
Terjin
4 Street
Wakerlig

RECEIVED
ROAD DESIGN SECTION

cc Watson-mc

Do Not File
Return to
Bring Up
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
Phillip V. Lewellyn	5/9/83	X	5/9/83
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X		X	5-10-83
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X Frank E. Ripper	5/9/83		

734-1914 (7-82)

#8564

L.

PROCTOR, PUCKETT & FAIRCLO
ATTORNEYS AT LAW
280 MAIN STREET
KLAMATH FALLS, OREGON 97601

GEORGE H. PROCTOR
ROBERT D. PUCKETT
RICHARD FAIRCLO

AREA CODE 503
882-4436

July 24, 1980

C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Peerless Insurance Company
c/o Rathbone, King & Seeley
1 S.W.Columbia
Portland, Oregon 97201

Re: Contract No. 8564, Collier State Park-Williamson River, Klamath County.

Contract No. 8569, Chiloquin (Chocktoot St. and First Avenue) Section, Klamath County.

Roy L.Houck Construction Co. to Stuckel Rock & Paving,Inc.

Gentlemen:

Almost two years ago claim was made on the Bonds for the above Contracts. My file shows no response.

Would you please contact me regarding this at your earliest convenience?

Very truly yours,

PROCTOR, PUCKETT & FAIRCLO

By
Richard Fairclo

RF:m

July 24 80 Phoned his office. Told him we had properly filed his claim - and we would take no further action

#8564

STATE COPY

☆ GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

1-11-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: State (H. S. Coulter)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Klamath	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-11-80	David B. Carter, Area Engineer	TQF-4-1(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
6-9-78	10-4-78	$\frac{133}{75}$ = 177.3 %	75 calendar work days

APPROVED EXTENSIONS	LOCATION
---	Approximately 25 miles north of the City of Klamath Falls, Klamath County, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLLIER STATE PARK- WILLIAMSON RIVER SECTION
THE DALLES-CALIFORNIA HWY.
Paving

This project provided for a Class "E" asphaltic concrete overlay on this 7.00 mile section of The Dalles-California Highway.

The final amount of the original contract items was $390,046.04. The contract bid amount was $406,640.00. The final cost of the project, including all changes and engineering, was $437,241.60.

All participating work has been completed.

All signing and striping is complete.

A final inspection of the completed work was made on July 11, 1978.

RECEIVED STATE HWY ENGR JAN 23 '80 REFER TO FOR Info Invest R/D D/R Sign Act File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by D. B. Carter Area Engr.		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE: David B. Carter, Area Engineer	DATE: 1-15-80	TITLE: G. K. Hossner, Field Operations Engineer	DATE: 1-15-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#8564

STATE OF OREGON

INTEROFFICE MEMO
FILE: CON 5 #8564

Highway Construction DEPT. 378-6318 TELEPHONE

TO: MEMO TO FILE

DATE: October 1, 1979

FROM: M. D. Glenn
Quality Control Engineer

SUBJECT: Collier State Park-Williamson River
FAP No. TQF-4-1(1)
Contract No. 8564
Recomputed Price Adjustment for
Non-Spec A.C. Mixtures

The price adjustment for non-spec Class "C" and "E" A.C. mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA:

	Bid Item	Amount P.A. #5	Recomputed Amount
#9	Class "C" A.C. Mix in leveling	$1,351.75	$3,053.35
#10	Class "E" A.C. Mix	2,154.28	2,403.56
	Totals	$3,506.03	$5,456.91

The difference in amounts is $1,950.88. The amount to be credited to the project on a nonparticipating basis is $975.44.

MDG:fr

Att.

Mailed H. S. COULTER

cc: H. S. Coulter
FHWA/Att.
Bob Pool
Wayne Cobine
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
OCT 2'79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

85 L

8

October 9, 1978

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On October 6, 1978, we wrote to you concerning release of final payment on Contract No. 8564 awarded to Roy L. Houck Construction Co. for paving on the Collier State Park-Williamson River Section of The Dalles-California Highway in Klamath County.

Final payment on this contract is $11,770.27 and the total contract amount is $387,736.95. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Roy L. Houck Construction Co.
2705 Lancaster Dr.
Salem, OR 97303

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97302

bc C. T. Keasey
Walt Hart
Dale Allen

8564

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

5283

FILED
OCT 10 1978
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 8, 1978

RECEIVED
AUG 11 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mr. Richard Fairclo
Proctor, Puckett & Fairclo
Attorneys at Law
280 Main Street
Klamath Falls, OR 97601

RECEIVED

Dear Mr. Fairclo:

This will acknowledge receipt of your claim letter dated July 31, 1978 to Peerless Insurance Company advising them that Roy L. Houck Construction Co. owes your client, Stukel Rock & Paving, Inc., $35,072.71 for materials, crushing and equipment rental.

Your letter states this is in reference to the following Roy L. Houck Construction Co. contracts:

1. Contract No. 8564, Collier State Park-Williamson River, Klamath County.

2. Contract No. 8569, Chiloquin (Chocktoot St. and First Ave.) Section, Klamath County.

The Peerless Insurance Company furnished the bonds on these contracts. We will advise them of the receipt of your claim letter and will also forward it to the Secretary of State for filing.

Please let us know when your client's claim has been satisfied.

NOTED ON CARDS (2)
8-14-78 dda

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Roy L. Houck Construction Co.
2705 Lancaster Drive, N.E.
Salem, OR 97303

Updegraff-Gardner Ins., Inc.
776 Commercial St.
Salem, OR 97301

Peerless Insurance Co.
c/o Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

GEORGE H. PROCTOR
ROBERT D. PUCKETT
RICHARD FAIRCLO

PROCTOR, PUCKETT & FAIRCLO
ATTORNEYS AT LAW
280 MAIN STREET
KLAMATH FALLS, OREGON 97601

AREA CODE 503
882-4436

July 31, 1978

Peerless Insurance Co.
Rathbone, King & Seeley
1 S.W. Columbis
Portland, OR 97201

Re: Roy L. Houck Construction Company Bond.

Gentlemen:

Please be advised that on behalf of Stukel Rock & Paving, Inc., claim is made against the Bond of the above, claim being in the amount of $35,072.71 for materials, crushing, and equipment rental for the following jobs:

1. Collier State Park, Williamson River, re Surfacing job No. 8564;

2. Chiloquin, Chocktoot Street and First Avenue, grading and paving, State Job No. 8569.

Very truly yours,

PROCTOR, PUCKETT & FAIRCLO

By Richard Fairclo
Richard Fairclo

RF:m

cc Roy L. Houck Construction Company
2705 Lancaster Drive N.E.
Salem, OR 97303

State Highway Department
Transportation Bldg., Salem, OR

Stukel Rock & Paving, Inc.
P. O. Box 853
Klamath Falls, OR 97601

RECEIVED
AUG 1 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8564

7-10 73

NARRATIVE REPORT

Collier State Park - Williamson River
The Dalles - California Highway
Klamath County
Contract: 8564 Prefix: 18-1037

On July 11, 1977 the Oregon Transportation Commission accepted a proposal from Roy L. Houck Construction Co. in the amount of $406,640.00 for paving of approximately 7.0 miles of the above mentioned project. A total project authorization of $471,751.40 which included anticipated items, contingencies and engineering was authorized.

The project was primarily for overlay paving with other miscellanous items being necessary to effect the work. Work on the project began on August 24, 1977 when the subcontractor, Stuckel Rock of Klamath Falls began producing the paving aggregates from the prospective source located approximately 3 miles northerly from the north end of the project. Production of paving aggregates for the Class "C" & "E" A.C. ($\frac{1}{2}$-$\frac{1}{4}$ & $\frac{1}{4}$-0) continued until October 14, however the $\frac{1}{4}$-0 produced for the Class "C" during this time was out of specs, and the contractor eventually had to run it through a sand screw to clean it up. Similar problems were also encountered in the production of the $\frac{1}{4}$-0 for the Class "E" A.C., but instead of using a sand screw, installation of spray bars to wash out the excess 200 was used.

Paving on the project began on October 21, with the Class "C" leveling. The Class "C" leveling was placed in after 4 days of paving and then they switched over to the class "E" A.C.. After the first 6 tests failed, the contractor was shut down and informed to take corrective action. Corrective

action was taken by means of pre-drying the ¼-0 which in effect accomplished two things, eliminated some #200 material and reduced the moisture content in the mix. After the ¼-0 was corrected as above described, paving continued until completed on Nov. 9th. Although the main paving was completed, several areas needed repair and this was accomplished within the next few days, but again the areas, (tapers, joints and patch at S. Chiloquin Int.) were not satisfactory.

Work remaining after November 17, 1977 consisted of repair work as above mentioned, dressing of shoulders and placement of seal coat. Work resumed again on June 6, 1978 when they repatched the patch at S. Chiloquin Interchange and several joints. This continued for two days and then in 2 more days the seal was placed and the shoulders dressed properly.

The project was finally completed on June 9, 1978 after the elapse of 133 Calendar Workdays, 58 days over, amounting to $5,800.00 in liquidated damages. The Final Project cost is estimated at $446,530.00, an underrun of about 5 percent.

Wayne F. Cobine
Resident Engineer

STATEMENT OF OVERRUNS & UNDERRUNS

SECTION: Collier State Park - Williamson River
HIGHWAY: The Dalles - California
COUNTY: Klamath

CONTRACT NO.: 8564
FAP No.: TQF - 4 - 1(1)
PREFIX: 18-1037

	Project Auth.	Final Amt.	% Over/Under
Contract Amount	$406,640.00	$398,224.44	2.07 % Under
Anticipated Items:			
SFO #1 Permanent Pavement Striping	5,000.00	811.80	83.76 % Under
SFO #2 Cutoff Walls at Bridge Ends	4,000.00	4,612.92	15.32 % Over
Contingencies:	18,703.80		
PA #1 Document change & Price Reduction Bid Item No. 10 11,889.05 x $0.15 =		-1,783.36	
PA #2 Re-imburse Contr. for H-86 Additive in Bid Item No. 9 419.25 x $5.00 =		2,096.25	
PA #4 Place shoulder Material 2,227.70 x $3.00 =		6,683.10	
PA #5 Assess Contractor Penalty for Non-specification Materials		- 3,506.03	
Liquidated Damages:	58 days @ $100.00/day	- 5,800.00	
Engineering:	37,407.60	40,005.00	6.94 % Over
	$ 471,751.40	$ 441,344.12	6.45% Under

Item No.	Item	Unit	Orig. Amt.	Final Amt.	% Over/Under
1.	Furnishing Field Laboratory	Each	$1,500.00	$1,500.00	- - - -
2.	Mobilization	Lump Sum	100 %	100 %	- - - -
3.	Temporary Protection & Direction of Traffic	Lump Sum	100 %	100 %	- - - -
4.	Temporary Signs	Sq. Ft.	565	444	21.42% Under
	The 444 sq.ft. of Temporary Signs were adequate for this project.				
5.	Flagmen	Hour	400	320.5	19.88% Under
	Due to the length of time of paving the 320.5 hrs. were all that were required.				
6.	Pilot Car	Hour	200	102.5	48.75% Under
	Due to the length of time of paving the 102.5 hours were all that was required.				
7.	Removal of Structures and Obstructions	Lump Sum	100%	100%	- - - -
8.	Finishing Shoulder Slopes	Mile	7	1.46	79.14% Under
	The remainder of shoulders were finished under P.A. #4, Place Shoulder Material.				
9.	Class "C" Asphalt Concrete Mix in Leveling	Ton	6,080	6,616.09	8.82% Over
10.	Class "E" Asphalt Concrete Mixture	Ton	12,200	11,889.05	2.55% Under
11.	Asphalt Cement in Mixture	Ton	1,340	1,319.63	1.52% Under

Item No.	Item	Unit	Orig. Amt.	Final Amt.	% Over/Und
12.	Portland Cement Add in Cl. "E" Mix	Ton	120	134.14	11.78% Ove
	The original calls for 1% cement and the final amount computes to 1.126 %.				
13.	Asphalt in Tack Coat	Ton	40	22.86	42.85% Und
	This was all the asphalt used as documented by invoices and Book No. 1, page 7 - 8.				
14.	Aggregate in Seal Coat	Ton	26	89.14	242.85% Ove
	Additional aggregate was required to achieve a reasonable cover over project.				
15.	Asphalt in Seal Coat	Ton	150	146.02	2.65% Und
16.	Rail End Pieces Type C	Each	4	4	- - - -
P.A. #1	Document Change & Price Reduction in Class "E" Mixture Bid Item No. 10		- $1,830.00	- $1,783.36	2.55% Und
P.A. #2	Re-imburse Contractor for H-86 Additive in Class "C" Mixture Bid Item No. 9		2,000.00	2,096.25	4.81% Ove
P.A. #4	Place Shoulder Material	Cu. Yd.	2,500	2,227.70	10.89% Und
	The original amount was an estimate only.				
P.A. #5	Assess contractor penalty for Non-specification Materials			- $3,506.03	- - - -
SFO #1	Permanent Pavement Striping		5,000.00	811.80	83.76% Und

Item No.	Item	Unit	Orig. Amt.	Final Amt.	% Over/Under
SFO #2	Cutoff Walls at Bridge Ends		$4,000.00	$4,612.92	15.32% Ove
Contingencies:	PA #2 and PA #4 was utilized from contingencies		$ 18,703.80	$ 8,779.35	53.06% Und
Engineering:			$ 37,407.60	$ 37,407.60	- - - -

8564 ~~5298~~

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 19, 1978

Angelo Doveri
505 Lincoln Street
Klamath Falls, OR 97601

RECEIVED
JUL 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Mr. Doveri:

Mr. Wayne Cobine has forwarded to us a copy of your claim letter stating that Roy L. Houck Construction Co. owes you for crane service as of June 20, 1978, $99.25.

This appears to be in connection with the Roy L. Houck Construction Co. Contract No. 8564, Collier State Park-Williamson River Section of The Dalles-California Highway in Klamath County.

The Peerless Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
JUL 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:dda

cc Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97302

Roy L. Houck Construction Co.
2705 Lancaster Drive
Salem, OR 97303

NOTED ON CARD
7-25-78

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Klamath Falls
July 10, 1978

FILE: CON 5
8564

8564

FROM: Wayne F. Cobine
Resident Engineer

TO: Dale Allen
Regional Engineer

SUBJECT: Payment of Bills by Contractor
Collier State Park-Williamson River
The Dalles-California Highway
Klamath County

#8564

I am in receipt of a letter from Angelo Doveri, and the last monthly statement sent to Roy L. Houck Construction Co. for work performed in conjunction with the above mentioned contract project.

As you can see by the letter, Mr. Houck has only made one payment since November 1977 on this account, and not the total due. Therefore, I recommend that the state withhold the amount due Angelo Doveri from Mr. Houck and make payment to Doveri as per section 107.28 of the standard specifications, before final payment is released.

cc Angelo Doveri

Angelo Doveri

General Contractor
Hydraulic Crane Service

505 Lincoln St. *Phone 882-3619*
Klamath Falls, Oregon

Mr. Wayne Cobine
State Highway Department
2557 Altamont Drive
Klamath Falls, Oregon

List of statements sent to Roy Houck Construction Co. as per your request.

Crane service:

No.5431----------November 15,1977----------$468.00

December 19,1977---------- 468.00
late payment charge 7.02
$475.02

January 17,1978----------$475.02
late payment charge 7.14
$482.14

On account February 10'78----- 390.00
Balance due--$92.14

February 16'78----------$92.14
late payment charge 1.38
$93.52

March 20'78----------$93.52
late payment charge 1.40
$94.92

April 18'78----------$94.92
late payment charge 1.42
$96.34

May 19'78----------$96.34
late payment charge 1.45
$97.79

June 20'78----------$97.79
late payment charge 1.46
$99.25

Angelo Doveri

RECEIVED
JUL 10 1978
RES. ENGR. OFFICE
DE ☑ ARE ☐ OM ☐

8564

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Collier State Park - Williamson River		WEEK ENDING: July 1, 1978
		SECTION PREFIX: 18-1037
HIGHWAY: The Dalles-California		COUNTY: Klamath
NAME OF JOB: Collier State Park-Williamson River	KIND OF WORK: Paving	
CONTRACTOR: Roy L. Houck Const. Co.	CONTRACT NUMBER: 8564	FEDERAL AID PROJECT NUMBER: TQF-4-1(1)
DATE OF CONTRACT: July 11, 1977	DATE WORK STARTED: August 24, 1977	ESTIMATED COMPLETION DATE: June 9, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS: work	WORK DAYS USED: work
	SPECIFIED CALENDAR DAYS: 75	CALENDAR DAYS USED: 133
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 177
PROJECT AUTHORIZATION: $ 471,751.40		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 434,343.80	ENGINEERING AUTHORIZATION: $ 37,407.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 405,527.32	ENGINEERING COST TO DATE: $ 40,315.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.6 %	PERCENT OF AUTHORIZATION: 108 %	DATE PROJECT WAS COMPLETED: June 9, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
-	-	100	-	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	~~OIL & BITUMINOUS MATERIALS~~ Leveling "C"	PAVING
MILES IN PROJECT	1.25			7.0	7.0
MILES PARTIALLY COMPLETED	-			-	-
MILES COMPLETED	1.25			7.0	7.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	All			6,080 Ton	12,200 Ton
TOTAL QUANTITIES CORRECTED TO DATE	All			6,700 Ton	11,912 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100			6,700 Ton	11,912 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays CAUSE OF DELAY
SUNDAY	Partly Cloudy - Mild			-
MONDAY	Clear - Mild			-
TUESDAY	Partly Cloudy - Warm			-
WEDNESDAY	Cloudy - Showers - Mild			-
THURSDAY	Cloudy - Showers - Mild			-
FRIDAY	Clear - Warm			-
SATURDAY	Clear - Warm			-

RECEIVED
JUL 3 1978
CONSTRUCTION BRANCH

Keasey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Two men worked on Semi-final part of this week.

Semi-final submitted to Region office Wednesday, June 28, 1978.
This is the final report for the project.

SIGNED Wayne F. Cobine LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

A-10-64 85.61

1-P

OREGON STATE HIGHWAY DEPARTMENT

Adjustment ~~Price Agreement~~

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

ject Name Collier State Park- Williamson River Date June 3 1978

hway The Dalles- California Contract No. 8564

nty Klamath Prefix 18-1037

ractor Roy L. Houck Construction Co. F. A. Project No. TQF-4-1(1)

dress 2705 Lancaster Drive, Salem, Ore. 97303 Price Agreement No. 5

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the tractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is e performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in ordance with the instructions of the engineer.

k to be done: Assess the contractor penalty for non-specification asphalt concrete mixture.

tions by station numbers:
M.P. 245 to M.P. 252 (throughout project)

ces of pay items, estimated quantities and agreed prices:

lass "C" aggregate out of specs. x bid price of mix	75.30 Tons	x $10.25	=	$ 771.83
lass "C" asphalt out of specs. x bid price of asphalt	6.95 Tons	x $88.00	=	579.92
lass "E" aggregate out of specs. x bid price of mix	193.69 Tons	x $10.25	=	1,985.32
lass "E" asphalt out of specs. x bid price of asphalt	1.92 Tons	x $88.00	=	168.96
				$3,506.03

.A. #5 Penalty assessment lump sum

ditions, basis of measurement and other provisions:
sed on the 1974 Standard Specifications for Highway Construction for n- specification materials and applicable penalty guidelines.

INSTRUCTIONS

ter the signature of the contractor has obtained, submit six copies (including nal copy) to the Salem Office. After ap- al by the Assistant State Highway Engi- approved copies will be sent to the Con- or, the Division Engineer, and the Resi- Engineer.

is order does not constitute authority for nditure until approved by the Assistant Highway Engineer or State Highway neer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 471,751.40	
Present estimate of project cost, including $ -3,506.03 for work under this order	$ 446,878.42	
Expected under-run / over-run (amount)	$ 24,872.98	
Expected under-run / over-run (per cent)	5.3	

Wayne F. Cobine
mitted by: W.F. Cobine Resident Engineer

Reg 4
roval Recommended: Division Engineer

roval Recommended: Construction Engineer or Bridge Engineer
1/25/79 Approved. Recommend close out.

Signed Contractor

Approved: George M. Hopkins
9-26-79 Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

5

#8516 (1)

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL PROJECT NO.: TQF-4-1(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Klamath

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70131

TO:

F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
6-15-77	8-3-77	Primary 4 / Primary 4

GENERAL LOCATION:

"Collier State Park - Williamson River Section"

GENERAL DESCRIPTION OF WORK:

Drive guardrail panels for cut off walls at N. Chiloquin Interchange Structure by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☒ CONSTRUCTION - PROCEED ON ~~AN XXXXXXX~~
- ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-10-77 and based on the data submitted, you are authorized to proceed with the use of STate Forces as being in the public interest, under State Force Order No 2 at a total estimated cost not to exceed $4,000 Federal Funds $3,450.

Swar
11-1-77

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-27-77	G. K. Haasen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8564

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NO. 8-159	FEDERAL-AID PROJECT AGREEMENT	County Klamath
	8-18-77	Project No. TQF-4-1(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, Jct. SR 62, N 7.0 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-15-77	7.00
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro rata 85.8% FEDERAL FUNDS
$ 467,211	$ 400,867

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Ed Hunter

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator AUG 18 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system or which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, August 12, 1977

Federal Aid Project
No. TQF-4-1(1)

Collier State Park-Williamson River Section
The Dalles-California Highway
Klamath County

Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 245.0 to M.P. 252.0)

Furnishing Field Laboratory	1 Only	1,500.00	$ 1,500.00
Mobilization	All Required		40,000.00
Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signs	565 Sq.Ft.	4.00	2,260.00
Flagmen	400 Hour	20.00	8,000.00
Pilot Car	200 Hour	1.00	200.00
Removal of Structures and Obstructions	All Required		1,000.00
Finishing Shoulder Slopes	7 Mile	1,200.00	8,400.00
Class "C" Asphalt Concrete Mixture in Leveling	6,080 Ton	10.25	62,320.00
Class "E" Asphalt Concrete Mixture	12,200 Ton	10.25	125,050.00
Asphalt Cement in Mixture	1,340 Ton	88.00	117,920.00
Portland Cement or Lime Additive in Class "E" Mixture	120 Ton	78.00	9,360.00
Asphalt in Tack Coat	40 Ton	150.00	6,000.00
Aggregate in Seal Coat	26 Ton	30.00	780.00
Asphalt in Seal Coat	150 Ton	135.00	20,250.00
Rail End Pieces, Type C	4 Only	150.00	600.00
			$406,640.00
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required		$ 5,000.00
	Subtotal		$411,640.00
	Engineering		55,571.00
	Total		$467,211.00

Length of Project . . . . . 7.00 Miles
Cost of Roadway Per Mile. $66,744.42

Work Retained in Program Status
(Not included in totals below)

Cut off Walls at Bridge Ends (S.F.)	All Required $ 4,000.00

Federal Funds (85.8%)	$400,867.00
State Funds	66,344.00
Total	$467,211.00

Group 1	100%
Contract No.	8564
Prefix No.	18-1037

8564

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 1, 1977

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 7, 1977 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 7, 1977 on the following projects:

1. Bellfountain Road-Pacific Highway West
   FAS A508 (Greenberry Road), Benton County
   Grading and Paving

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Cottonwood Creek-Harney County Line
   John Day-Burns Highway, Grant County
   Paving

   Same as No. 1.

3. Collier State Park-Williamson River
   The Dalles-California Highway, Klamath County
   Paving

   Same as No. 1 except that 4-foot shoulders are provided.

4. Lincoln Street-Main Street (Mt. Angel)
   West Marquam Street, Marion County

   Same as No. 1 except that a 5-foot sidewalk exists.

5. East Portland State Police Headquarters
(Barlow School)
East Portland Freeway, Multnomah County
Paving, Grading and Landscaping

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Paving of parking and access only.

RPS:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8564

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO: TQF-4-1(1)

STATE PROJECT NO.: See Below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 70131

COUNTY NAME: Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 30 '77
REFER TO
FOR
Info | Appr | R/D | D/R | Sign | Act | Info

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-15-77	6-15-77	Primary 4	Primary 4

GENERAL LOCATION:

"Collier State Park-Williamson River Section"

GENERAL DESCRIPTION OF WORK:

High Type Pavement (Code 6201-Miles 7.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping (SF) $5,000

☐ ACQUISITION OF RIGHT OF-WAY

CONTRICTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCFED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6-10-77 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $554,927-Federal Funds $476,127.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-15-77	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1977 Lincoln St. - Main 8565
St. (Mt. Angel) Sec. of W.
Marquam St. (Grading & Pav) #2

8565

1-14-80

8565

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1150

HIGHWAY DIVISION INVOICE

NO. 128246

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-14-80	CC 2025		324-1022-295

MTANGEL

- City of Mt. Angel
- City Hall
- Mt. Angel, OR 97362
- Attn: Mr. V. Lee Layman, City Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Lincoln Street-Main Street Section on W. Marquam Road			
This is an OFF SYSTEM PROJECT Project No. OS-240(1)			
Project Cost $105,599.44 Less Federal Funds 77,883.93 Less SCA Funds 25,000.00			
AMOUNT DUE STATE			$2,715.51

8545

Form 734-1191 (Rev. 5/77)

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

OREGON STATE HIGHWAY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-7-80	CC 2025	

CREDIT DISTRIBUTION

324 - 1472 - 295
324 - 1999 - 295
324 - 1022 - 295

BILL TO: Code:

City of Mt. Angel

City Hall

Mt. Angel, Oregon 97362

Attn: Mr. V. Lee Layman, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Lincoln Street - Main Street Section on W. Marquam Road This is an OFF SYSTEM Project Project No. OS-2402(1) Project Cost $105,599.44 Less Federal Funds 77,883.93 Less SCA Funds 25,000.00 AMOUNT DUE STATE $ 2,715.51 (Please send copy of itemized statement with billing)			

Advance Deposit Amount (SCA FUNDS) $ 25,000.00

Advance Deposit Previously Transferred to Highway Fund $ 18,000.00

Balance $ 7,000.00

Transfer to Highway Fund $ 7,000.00

Refund Due $ - - -

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1717, 1739

Amount Due . . . . . $ 2,715.51

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D E Swan
D. E. Swan

OK to file

SP*35736-73

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1-7-80	CC 2025	

CREDIT DISTRIBUTION

324 - 1472 - 295
324 - 1999 - 295
324 - 1022 - 295

BILL TO: Code:

City of Mt. Angel

City Hall

Mt. Angel, Oregon 97362

Attn: Mr. V. Lee Layman, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Lincoln Street - Main Street Section on W. Marquam Road This is an OFF SYSTEM Project Project No. OS-2402(1) Project Cost $105,599.44 Less Federal Funds 77,883.93 Less SCA Funds 25,000.00 AMOUNT DUE STATE $ 2,715.51 (Please send copy of itemized statement with billing)			

Advance Deposit Amount (SCA FUNDS) $ 25,000.00

Advance Deposit Previously Transferred to Highway Fund $ 18,000.00

Balance $ 7,000.00

Transfer to Highway Fund $ 7,000.00

Refund Due $ - - -

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1717, 1739

Amount Due . . . . . $ 2,715.51

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

D. E. Swan

D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 1-7-80

CITY Mt. Angel **Contract No.** 8565 **Date Completed** 9-28-77

PROJECT # OFF SYSTEM **Section** Lincoln St.-Main St. Section on W. Marquam Road

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
P.E. Consultant	(Federal Participation)	$ 6,785.00
State		2,688.27
Construction Costs	(Federal Participation)	$ 78,181.07
Engineering		11,727.16
Audit		187.05
Equal Opportunity		27.27
TOTAL		$ 99,595.82
Interest	(Non Participation)	$ 5.57
Construction Engineering		2,770.64
P.E. Prior to OFF SYSTEM Funding		3,227.41
		$ 6,003.62
Total Project Costs		$105,599.44
Federal Funds Collected		$ 77,883.93

City's Share of project costs are as follows:

Project Costs	$105,599.44
Less Federal Funds	77,883.93
Less SCA Funds	25,000.00
AMOUNT DUE STATE	$ 2,715.51

Reference: Billing Form CC 2025

Form 734-1085

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

State Highway Engineer
Oregon State Highway Division
DOT Building
Salem, Oregon 97310

Date 1-7-80

Invoice No. .....

P.O. No. .....

Crew No. _____

Transfer SCA funds to State Highway funds as matching funds for the Lincoln Street - Main Street Section on West Marquam Street in the City of Mt. Angel.

OFF SYSTEMS Road Project
OS-2401(1)

$7,000.00

324-1022

D. E. Swan
Operation Programming Engineer

Reference:
CC 1717 - $ 2,000.00 - Dated April 1, 1977 - for P.E.
CC 1739 - $16,000.00 - Dated July 22, 1977 - for Construction
CC-2025

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 6-11-76

TO 10-11-78

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

OS 2401 (1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$102,372.03	99,595.82	78.20%	77,883.93	77,883.93	0.00

RECEIVED DIVISION OFFICE

BY Oregon DATE

DIVISION OFFICE REVIEW MADE

BY DATE

PASSED FOR PAYMENT

BY V.E. Skoog DATE Controller

REMARKS

Federal Funds

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	LINCOLN ST. - MAIN ST. (MT. ANGEL SECTION)					
	W. MARQUAM CITY STREET					
	MARION COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 2,688.27	
	Consultant-Westech Engineering Inc.	Lump Sum			6,785.00	
	Total Preliminary Engineering				9,473.27	
	Construction					
	Type Code 6201					
	Roadway (Sta. 3+85 to Sta. 14+05)					
	Final Contract Payment Summary	Lump Sum			76,942.11	
	SFO #1 SPTC Protection Cost				1,114.03	
	SFO #2 Permanent Pavement Striping	All Required			124.93	
	Total Construction Cost				78,181.07	
	Construction Engineering					
	State	All Required			11,727.16	
	Misc. Project Cost					
	Audit Expense	All Required			187.05	
	Equal Opportunity Program Expense	All Required			27.27	
	Total Misc. Project Cost				214.32	
	Total Participating Cost				99,595.82	
	Nonparticipating Cost					
	Interest on final payment	All Required			5.57	
	Construction Engineering	All Required			2,770.64	
	Total Nonparticipating Cost				2,776.21	
	TOTAL COST				$102,372.03	

Prepared based on Participation Cost shown on Federal Billing as of 12-20-79.

AMOUNT CARRIED FORWARD .....

8565

12-79

Copy of Consultant agreement for Delta Towers 5/27/76 To Region 9 — 3 Copies

SCA 324-1472
HE 324-1999
Const 324-1022

Project Costs — PE Prior to Fed Funding 3,227.41
PE 9,468.73
Construction 91,584.98

8565

12-79

Agency	From	Amount	To	Agency
City of Mt Angle	Lincoln St.- Main St. Sec on W. Marquam Rd	1294	Hubbard/Broadacres Rd Case Rd. Section Yergen Rd.	Marion County
05-2402(1)			PE	05-2400(1)

Extra money was set up for this project - so now is taken away

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1979 — PAGE 491

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	324 1996	202 00	N 9			3,[illegible].00
	324 1996	208 00				1,[illegible].03
	324 1996	208 00	N 9	566.03	2,750.77	[illegible]
	324 1996	[illegible] 00	P 1			[illegible]
	324 1996	[illegible] 00	N 1			1,[illegible].42
	324 1996	902 00	P 1			165.07
	324 1996	904 00	P 1			46.36
	324 1996	907 00	P 1		192.72	[illegible]
	324 1996	910 00	P 1			1,[illegible].29
	324 1996	913 00	P 1		15.84	2,[illegible].62
	324 1996	913 00	N 1			86.06
	324 1996	914 00	P 1			543.50
	324 1996	917 00	P 1			472.56
	324 1996	918 00	P 1			35.70
	324 1996	920 00	P 1			2,[illegible].84
	324 1996	[illegible] 00	P 1	669.97	2,149.13	[illegible]
	324 1996	[illegible] 00	P 1			20.08
	324 1996	930 00	P 1			2,651.76
	324 1996	930 00	P 1	875.54	1,754.92	2,[illegible].12
		TOT 00				1,[illegible].03
		TOT P1		1,545.51	4,112.61	54,[illegible].50
		TOT N1				1,[illegible].48
		TOT N9				1,[illegible].10CR
		** JOB TOTALS **		1,545.51 **	4,112.61 **	56,629.98 **

LINCOLN ST-MAIN ST (MT ANGEL) CONT NO — * FA PROJ NOS OS 401001 100 — 00 STATE

324 1999	[illegible] 00	N 9		1,[illegible].00
324 1999	[illegible] 00	N 9		9,[illegible].10CR
324 1999	208 00	N 9		7,[illegible].15
324 1999	[illegible] 00	P 1		[illegible]
324 1999	[illegible] 00	P 1		6,[illegible].00
324 1999	905 00	P 1		474.82
324 1999	910 00	P 1		[illegible]
324 1999	914 00	P 1		101.50
324 1999	920 00	P 1		181.50
324 1999	921 00	P 1		676.06
	TOT P1			9,[illegible]
	** JOB TOTALS **		**	** 9,473.27 **

WILLOW CR (MORGAN ST) BRIDGE CONT NO — FA PROJ NOS OS 501001 100 — 00 STATE

325 1954	[illegible] 00	P 1		36.55
325 1954	[illegible] 00	P 1		78.10CR
325 1954	910 00	P 1		43.48
325 1954	924 00	P 1		18.82
	TOT P1			20.75
	** JOB TOTALS **		**	** 20.75 **

	324	1006	900	00	P	1							
			TOT	P1							356.63	75	77
			** JOB TOTALS **				**		**		514.65		
											514.65 **		
LINCOLN ST-MAIN ST MT ANGEL CONT NO 8565 * FA PROJ NOS OS 401001 100													
											00	STATE	
	324	1022	201	00	P	1					76,942.11	77	78
	324	1022	206	00	N	1					5.57	78	78
	324	1022	270	02	P	1					124.93	77	77
	324	1022	284	01	P	1						77	77
	324	1022	296	00	N	9	405.42CR	1,114.03			1,114.03	79	79
	324	1022	298	00	N	9	405.42	478.29CR			83,926.00CR	77	79
	324	1022	299	00	N	9		478.29			[illegible]	77	79
											12,000.00	77	77

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1979 — PAGE 133

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	324	1022	900	00	P 1			14,213.94	77	78
	324	1022	900	00	N 1			271.72	77	78
	324	1022	915	00	P 1	48.90	142.08	187.05	78	79
	324	1022	920	00	P 1			12.14	78	78
	324	1022	905	00	P 1			27.27	77	77
			TOT	P1		48.90	1,256.11	92,621.47		
			TOT	N1				[illegible]		
			** JOB TOTALS **			48.90 **	1,256.11 **	92,898.76 **		
SPRRXING MILL ST SE, SALEM CONT NO			FA PROJ NOS RROOOOSO11 100							
								00	STATE	
	324	1027	205	01	N 1		3,445.20CR	3,445.20CR	79	79
	324	1027	270	01	P 1	20.07CR	34,462.00	34,452.01	79	79
	324	1027	296	00	N 9	32.73CR	31,051.59CR	31,114.19CR	78	79
	324	1027	298	00	N 9	32.73	31,051.59	31,114.19	78	79
	324	1027	900	00	P 1	18.26	18.26	18.26	79	79
	324	1027	900	00	N 1			11.98	78	78
	324	1027	915	00	P 1		16.30	85.85	78	79
	324	1027	920	00	P 1			13.40	79	79
			TOT	P1		1.81CR	34,486.56	34,569.51		
			TOT	N1			3,445.20CR	3,433.62CR		
			** JOB TOTALS **			1.81CR**	31,041.36 **	31,135.89 **		
SPRRXING @ WOODROW, SALEM CONT NO			FA PROJ NOS RROOOOSOO1 100							
								00	STATE	
	324	1029	205	01	N 1			2,768.21CR	78	78
	324	1029	270	01	P 1			27,682.03	78	78
	324	1029	296	00	N 9	104.57CR	104.57CR	25,377.35CR	78	79
	324	1029	298	00	N 9	104.57	104.57	25,377.35	78	79
	324	1029	900	00	P 1		116.19	377.16	78	79
	324	1029	915	00	P 1			57.82	78	79

8545

D. E. Swan, Federal Aid Manager
Phil Stearns, Federal Aid Engineer

August 18, 1978

Gerald W. Wimer
Local Government Manager

Lincoln St.-Main St. Section
West Marquam Street
City of Mt. Angel

The subject project started as an SCA project. Subsequently it changed to a combination SOS-SCA.

Final costs will exceed the present $104,295.52 as up to $4,968.65 railroad costs need to be added.

To date $3,227.41 PE, approximately $3,034.95 construction engineering and the railroad costs are non-participating.

This office finds 25/52 ($25,000 SCA project limit, $52,000 original SCA project estimate) non-participating PE ($1,551.64) should be born by the State per our SCA agreement with LOC. With this reduction in final costs and considering the amount of non-participating engineering that cannot be converted to participating, it becomes very important to obtain Federal participation on the railroad costs as Federal funds can go as high as $78,000 and State SCA funds $25,000 (totaling $103,000) over and above the $1,551.64 of PE.

Copies of the railroad bills and related correspondence are being sent with this memo to D. E. Swan with request he attempt to secure participation of the eventual railroad billing. Presently the City is trying to negotiate a reduction in the billing particularly the portion relating to the original crossing. Phil Stearns should follow through with the City in processing a realistic railroad bid.

NOTE: This railroad bill was oringinally submitted to FHWA Feb. 16, 1978 but was returned for a "Public-interest finding" statement.

GWW:dmc

8565

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-143		State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Marion
MODIFICATION NUMBER 1	8-18-78	Project Number: OS-2401 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~82,817.00~~	$ ~~101,977.00~~
Federal funds	$ 64,762.00	$ 79,746.00
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities, and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of August, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

RX For: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

File

Oregon State Highway Division
Salem, Oregon August 14, 1978

Federal Aid Project
No. OS-2401 (1)

Lincoln St.-Main St. (Mt. Angel) Section
W. Marquam City Street
Marion County

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering		All Required	$10,000.00

Type Code 6201
Roadway (Sta. 3+85 to Sta. 14+05)

Subtotal Previous Estimate of August 12, 1977			$63,595.20

Previous Estimate

General Excavation	1,270 cu. yd.	4.25	$ 5,397.50
Coarse Aggregate Base	2,150 ton	6.75	14,512.50
3/4"-0 Aggregate Base	340 ton	8.00	2,720.00
Asphaltic Concrete	760 ton	18.55	14,098.00
8" Sewer Pipe	130 Lin Ft.	8.00	1,040.00
10" Sewer Pipe	275 Lin Ft.	8.55	2,351.25
Construct Walks & Driveway Adjustment		All Required	400.00
			$40,519.25

Revised Estimate

General Excavation	1946.2 cu. yd.	4.25	$ 8,271.35
Coarse Aggregate Base	2746.09 ton	6.75	18,536.11
3/4"-0 Aggregate Base	405.09 ton	8.00	3,240.72
Asphaltic Concrete	1066.95 ton	18.55	19,791.92
8" Sewer Pipe	209 Lin Ft.	8.00	1,672.00
10" Sewer Pipe	334 Lin Ft.	8.55	2,855.77
Construct Walks & Driveway Adjustment (F.A. #1)		All Required	2,212.63
			$56,580.50

Increase	16,385.25
Subtotal	79,980.45
Engineer	11,996.55
	$91,977.00

Length of Project - - - 0.193 mile
Cost of Roadway per mile - - - $476,564.76

Work Retained in Program Status
(Not included in totals below)

Work by Southern Pacific Transportation Co. All Required $ 7,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 10,000.00	$ 7,820.00	$ 2,180.00
Roadway	91,977.00	71,926.00	20,051.00
Total	$101,977.00	$79,746.00	$22,231.00

Group 1 - 100%
Contract No. 8565
Prefix No. 324-1022
Prefix No. 324-1999

2565

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 8-162	FEDERAL-AID PROJECT AGREEMENT 8-18-77	County: Marion
		Project No.: OS-2401(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., W. Marquam St. (Mt. Angel)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-11-76	0.193
RIGHTS-OF-WAY		
CONSTRUCTION	6-15-77	0.193
OTHER *(Specify)*		

FUNDS Pro rata 78.2%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 82,817	$ 64,762

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By _____

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 16 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 12, 1977

Federal Aid Project
No. OS-2401(1)

Lincoln St.-Main St. (Mt. Angel) Section
W. Marquam City Street
Marion County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 10,000.00

Type Code 6201
Roadway (Sta. 3+85 to Sta. 14+05)

Mobilization	All Required		1,000.00
Temporary Protection and Direction of Traffic	All Required		400.00
Temporary Signs	82 Sq.Ft.	5.00	410.00
Temporary Barricades	7 Only	90.00	630.00
Flagmen	80 Hour	19.50	1,560.00
Clearing and Grubbing	All Required		600.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	1,270 Cu.Yd.	4.25	5,397.50
Trench Excavation	150 Cu.Yd.	4.12	618.00
Granular Trench Backfill	55 Cu.Yd.	7.15	393.25
Coarse Aggregate Base	2,150 Ton	6.75	14,512.50
3/4"-0 Aggregate Base	340 Ton	8.00	2,720.00
Class "B" or Class "C" Asphalt Concrete	760 Ton	18.55	14,098.00
8-inch Sewer Pipe	130 Lin.Ft.	8.00	1,040.00
10-inch Sewer Pipe	275 Lin.Ft.	8.55	2,351.25
12-inch Sewer Pipe	70 Lin.Ft.	9.60	672.00
Bedding Material	22 Cu.Yd.	6.60	145.20
Concrete Inlets, Type 1	9 Only	265.00	2,385.00
Concrete Curbs	1,825 Lin.Ft.	3.52	6,424.00
Extra for Asphalt Approaches	5 Only	180.00	900.00
Adjusting Manholes	2 Only	165.00	330.00
Adjusting Boxes	5 Only	38.50	192.50
Removal of Existing Sign Installations	All Required		240.00
Wood Sign Posts	All Required		1,780.00
Type "D" and "T" Signs in Place	28 Sq.Ft.	8.00	224.00
Type "EE" Signs in Place	19 Sq.Ft.	8.00	152.00
Remove and Reinstall Existing Signs	All Required		220.00
			$ 59,895.20

Anticipated Items

Railroad Protective Costs	All Required	$ 2,400.00
Temp. and Permanent Pavement Striping	All Required	400.00
Temp. Erosion Control	All Required	500.00
Const. Walks & Driveway Adjustment	All Required	400.00
		$ 3,700.00
	Subtotal	$ 63,595.20
	Engineering	9,221.80
	Total	$ 72,817.00

Length of Project . . . . . 0.193 Mile
Cost of Roadway Per Mile. $377,290.15

Work Retained in Program Status
(Not included in totals below)

Work by Southern Pacific Transportation Co.	All Required	$ 7,000.00

SUMMARY OF FUNDS (78.2%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$10,000.00	$ 7,820.00	$ 2,180.00
Roadway	72,817.00	56,942.00	15,875.00
Total	$82,817.00	$64,762.00	$ 18,055.00

Group 1 100%
Contract No. 8565
Prefix No. 324-1022
Prefix No. 324-1999

8565

5

8-14-78

Mt Angel SOS-SCA

Orig. SCA Project $52,000

Engr. for SCA Proj. $3,227.41

State furnishes the P.E Up to ~~$10,000~~ $25,000 project.

~~25/10~~ /52 x $3,227.41 = ~~$2,482.62~~ $1,551.64

Recommend State pay ~~$2,482.62~~ = $1,551.64

Charge to Proj:

w/o Fed. Part. = ~~744.79~~ = $1,675.77

Orig SCA Proj. - - - - - - $52,000 — (Morgan St.)

Add for OS Proj. - - - - $40,000 — (Monroe St.)

Total OS Proj. - - - - $92,000

Final Est. 6/6/78 - - - $90,159.59

July, 1977 Bid - - 72,816.50

Later enlarged Morgan St and dropped Monroe.

324-[illegible] - $[illegible]

324-1999 = $9,468.73 (P.E.)

Con't. Agree = $6,737.72

Annual Cutoff $ 2850.00

$ 3227.41 PE

- 1,468.13 P.E

$ 91 599.45 Consh.

$ 104 295.52

Engr. for SCA Proj. $3,227.41

State furnishes Eng. P.E Up to ~~$10,000~~ $25,000 project.

~~25~~ 40/52 x $3,227.41 = ~~$2,482.62~~ $1,551.64

Recommend State pay = ~~$2,482.62~~ = $1,551.64

Charge to Proj.
w/o Fed. Part. = ~~744.79~~ = $1,675.77

Orig SCA Proj.	$52,000	— (Margaum St.)
Add for OS Proj.	$40,000	— (Monroe St.)
Total OS Proj.	$92,000	
Final Est. 6/6/78	$90,159.59	Later extended Margaum St. and dropped Monroe
July, 1977 Bid	72,816.50	

324-1472 = $3,227.41 (PE)
324-1999 = $9,468.73 (PE)
Consult. Agree = $6,937.72
Actual Consult = $6,785.00
324-1022-9005 = $14,506.04 (CE)
Constr. 6/30/78 = $91,599.45

$3,227.41 P.E
$9,468.73 P.E
$91,599.45 Consth.
$104,295.52
−1,551.64
$102,743.88

$11,551.87 part imputing
$3,034.95 non-part. $78,000 + $25,000 = $103,000

8-14-78

Complete Listing
Of all Combination SCA-SOS Projects

*MT Angel	*25,000 P.E.
*Heppner	None — City Project.
Halfway	None —
NyssA	None —
*Hermiston	Project by City. No P.E. by State.
*John Day	" " " " " " "
*Stayton	" " " " " " "
Boardman	*10,000 P.E.
Enterprise	"

* Have all had City or Consultant P.E. Of these, only Mt Angel involved any State P.E or Const Engr.

PROJECT MANAGEMENT OFFICE MEMO

Date 8-8-78

Subject Mt Angel SCA - SOS Comb File No. # 103,000

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Phil Stearns (re another matter) Phone

Reason for contact and general discussion:

Has not submitted SFO for RR or gotten time payment agreement with City. They are irate. So he suggested they challenge the old exist crossing portion on basis Tryggstads recent letter.

However: Prel Engr 1) SCA 3,227.41 ← Non Part

SOS 9,468.73

Const (wo/RR) 91,584.98 ← 3,000± Non Part as #14,200 Const Engr = M/A

Total 104,281.12

Promised to Check
1) SCA Engr
2) RR Elig

Orange - Please recommend re charging SCA survey to State

Signature A Kimier

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Consider 2) Ryan

Non-City Funds:
SOS 78,000
SCA # 25,000

JUNE 1575 PAGE 481

	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
324	1471	905	JC	157.83	757.43	757.43	
324	1471	907	00	.36	.36	.36	
324	1471	910	00	12.67	306.80	306.80	
[illegible]	[illegible]	[illegible]	00	.75	.75	.75	
[illegible]	1471	920	00	30.81	30.81	30.81	
[illegible]	1471	921	00	42.77	165.05	165.05	
		** JOB TOTALS **		287.67 **	2,112.08 **	2,112.08 **	
[illegible]	1472	901	00	5.91	2,123.46	2,123.46	
[illegible]	[illegible]	905	00	222.36	684.12	684.12	
[illegible]	[illegible]	910	00	14.53	244.67	244.67	PE costs prior to OFF SYSTEM PE Approval.
[illegible]	[illegible]	[illegible]	00	.25	.25	.25	
[illegible]	[illegible]	921	00	100.71	100.71	100.71	
[illegible]	[illegible]	923	00	.21	74.20	74.20	
		** JOB TOTALS **		343.97 **	3,227.41 **	3,227.41 **	
[illegible]	1495	295	00		159.68	159.68	
[illegible]	1495	296	00		159.68CR	159.68CR	
[illegible]	1495	901	00	4.85	75.23	2,420.55	
[illegible]	1495	905	00	.20	7.95	544.46	
[illegible]	1495	910	00		20.56	116.73	
[illegible]	1495	918	02			2.15	
[illegible]	[illegible]	920	00			21.77	
[illegible]	[illegible]	921	00		122.33	359.89	
		** JOB TOTALS **		5.05 **	226.12 **	3,465.55 **	
330	1499	910	00			32.88	
330	1499	918	00			1.00	
		** JOB TOTALS **		**	**	33.88 **	
331	1415	901	00	.09	258.14	258.14	
331	1415	905	00	.01	.26	.26	
331	1415	914	00	.12	2.82	2.82	
331	1415	923	00	.85	296.81	296.81	
		** JOB TOTALS **		1.07 **	558.03 **	558.03 **	
334	1460	296	00			1,714.64CR	
334	1460	297	00			1,114.64	

FISCAL GROUND TAXML
FUNCTION GR CURRENT MONTH YEAR TO DATE TO DATE

Audit
Equal opp.

Comptroller
Ind. to Comptroller

			TOT				2.98		34,71
			TOT						5
			** JOB TOTALS **			**	2.98	**	34,76
GATCH ST @ E LINCOLN ST WOODB CONT NO 8389 * FA PROJ NOS M 581001 100									
	324	1015	201	00 P 1			150.00CR		23,41
	324	1015	203	00 P 1			292.80		27
	324	1015	203	00 N 1			142.80CR		14
	324	1015	205	00 N 1					1
	324	1015	215	00 N 9					2,26
	324	1015	296	00 N 9			162.44CR		23,09
	324	1015	298	00 N 9			162.44		20,83
	324	1015	900	00 P 1			1,637.33CR		3,51
	324	1015	900	00 N 1	10.81		1,666.13		1,79
			TOT	P1			1,494.53CR		26,64
			TOT	N1	10.81		1,523.33		1,67
			** JOB TOTALS **		10.81	**	28.80	**	28,32
June 1978									
LINCOLN ST-MAIN ST MT ANGEL CONT NO 8565 * FA PROJ NOS OS 401001 100									
	324	1022	201	00 P 1			76,942.11		76,94
	324	1022	205	00 N 1			5.57		5
	324	1022	270	02 P 1			124.93		12
	324	1022	296	00 N 9			68,942.00CR		68,94
	324	1022	298	00 N 9			56,942.00		56,94
	324	1022	298	00 N 9			12,000.00		12,00
	324	1022	900	00 P 1	14.47		14,223.94		14,21
	324	1022	900	00 N 1			271.72		27
	324	1022	915	00 P 1			13.91		1
	324	1022	945	00 P 1			27.27		2
			TOT	P1	14.47		91,332.16		91,32
			TOT	N1			277.29		27
			** JOB TOTALS **		14.47	**	91,609.45	**	91,59
SPRAING MILL ST SE, SALEM CONT NO FA PROJ NOS RR0000S011 100									
	324	1027	296	00 N 9			62.60CR		62
	324	1027	298	00 N 9			62.60		62
	324	1027	915	00 P 1			69.55		69
			TOT	P1			69.55		69
			** JOB TOTALS **			**	69.55	**	69

			T T					2.98		34,710.73			
			TOT							58.15			
			** JOB TOTALS **			**		2.98	**	34,768.88	**		
NCOLN ST	OOD	CONT NO 8369 *	FA	PROJ NOS M		5b1001 100				00	STATE		
		324	1015	201	00	P 1		150.00CR		23,414.74		76	78
		324	1015	203	00	P 1		292.80		277.20CR		77	78
		324	1015	203	00	N 1		142.80CR		142.80CR		78	78
		324	1015	205	00	N 1				17.19		77	77
		324	1015	2[illegible]	00	N 9				2,260.00		77	77
		324	1015	246	00	N 9		162.44CR		23,097.44CR		76	78
		324	1015	29[illegible]	00	N 9		162.44		20,837.44		76	78
		324	1015	900	00	P 1		1,637.33CR		3,512.21		76	78
		324	1015	900	00	N 1	10.81	1,666.13		1,799.81		76	78
				T T		P1		1,494.53CR		26,649.75			
				TOT		N1	10.81	1,523.33		1,674.20			
				** JOB TOTALS **			10.81	**	28.80	**	28,323.95	**	
ST MT ANGEL		CONT NO 5565 *	FA	PROJ NOS OS		401001 100				00	STATE		
		324	1022	201	00	P 1		76,942.11		76,942.11		77	78
		324	1022	205	00	N 1		5.57		5.57		78	78
		324	1022	270	02	P 1		124.93		124.93		77	77
		324	1022	296	00	N 9		68,942.00CR		68,942.00CR		77	77
		324	1022	29[illegible]	00	N 9		56,942.00		56,942.00		77	77
		324	1022	29[illegible]	00	N 9		12,000.00		12,000.00		77	77
		324	1022	900	00	P 1	14.47	14,223.94		14,213.94		77	78
		324	1022	900	00	N 1		271.72		271.72	ENGR	77	78
		324	1022	915	00	P 1		13.91		13.91		78	78
		324	1022	945	00	P 1		27.27		27.27		77	77
				TOT		P1	14.47	91,332.16		91,322.16			
				TOT		N1		277.29		277.29			
				** JOB TOTALS **			14.47	**	91,609.45	**	91,599.45	**	
T SE, SALEM		CONT NO		FA PROJ NOS		RR0000S011 100				00	STATE		
		324	1027	296	00	N 9		62.60CR		62.60CR		78	78
		324	1027	298	00	N 9		62.60		62.60		78	78
		324	1027	915	00	P 1		69.55		69.55		78	78
				TOT		P1		69.55		69.55			
				** JOB TOTALS **			**	69.55	**	69.55	**		

7565

PROJECT MANAGEMENT OFFICE MEMO

Date 7-26-78

Subject W Marquam St (Mt Angel Sca & SOS) File No. _____

Received (call) (visit) from _____

Address _____

Made (call) (~~visit~~) to Roger Trygstad & Dick Bladhorn Phone _____

Reason for contact and general discussion: _____

Trygstad - Width widened 18' to 40' RR pays Signing
City (project) pays widening
says RR X-ing funds "Protective Devices Only"

6298 Bladhorn - 230 Off-system funds (Trygstad suggests)
1) all used up; now combined w/ 219
2) Besides approved only for a) States only
b) New projects

Signature A Kemei

File ( ) ( ) ( ) ( ) ( ) (~~X~~) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 24, 1978

FILE:

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Lincoln St.-Main St. Sec.
West Marquam Street
City of Mt. Angel

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

Attached are two copies of a billing from Southern Pacific for work performed on subject project. Also attached is background material.

It appears City was under the impression the railroad work was reimbursable under the project. (Westech's letter dated 8/6/77). Although there was awareness the work had to be done, it was not included as an anticipated item in the contract.

Loren Weber's letter dated 6/13/78 summarizes some of the history and estimates funds expended. I checked with Accounting and Hal Reynoldson and found the SCA and SOSP funds have been expended.

The City Manager, Lee Layman, discussed the billing with me and stated the City does not have $5,000 to pay the bill. He asked what could be done for them. I asked him to send the bill to me and I would see what, if anything, could be done. You and I discussed the matter by phone 6/14/78.

Region Office recommends payment of the bill by the Highway Division, and attempt to program additional Federal Aid Funds to cover the billing based on the fact the work should have been a part of the project.

POS/gl
attachments

7-27-78 Stearns understands
why cannot be SOS funds
and really means time payment plan
7-28-78 Schrader for Coulter agrees
to deferred payment.
Sent 1-28-78

cc Phil Stearns w/SP bills et cet
Plus copy my 7-26-78 memo.
Work out time payment details w/City
and get letter form agreement. SPS will
assist if you want. You'll need SFO (non-participating)
to pay railroad. My memo & above explain no more Fed funds
G Wimer

Prange
Reynoldson

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

June 15, 1978

Mr. Loren Weber
Oregon State Highway Division
P. O. Box 14630
Salem, Oregon 97310

Dear Mr. Weber:

Enclosed please find the billing for back charges from the Southern Pacific Railroad for the Marquam Street Off System Project.

This billing was anticipated and was included in the engineer's estimate. See Copies attached.

We request these bills be paid and that the city be notified at time of payment in order that we may maintain our records and agreement with the Southern Pacific Transportation Company.

Sincerely,

V. Lee Layman

V. Lee Layman
City Administrator

VLL:f.

cc: Westech Engineering

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 324-1022

June 13,1978

FROM: Loren A. Weber
Res. Eng'r.

TO: Robert E. Royer
Region Const, Eng'r.

Attn. Phil Stearns

SUBJECT: Rail Road Billing-Track Adjust.
Lincoln St.-Main St.(Mt. Angel)
City Street(West Marquam St.)
Contract # 8565

As per your reguest at our meeting on Monday, June 12, the following is a report on the situation as I have knowledge of it.

Though I have no specific record as to why or how, my impression throughout the time the project was under way was that the City and the Rail Road had their own agreement as to the Track Work to be done by the Rail Road.

It followed that the City would pay this cost from their own funds. It. wasn't until the City received the Billing of $717.00 from our contractor for this work for the Rail Road that I became aware of this problem.

This came in December of 1977.

Originally, the contractor billed the Rail Road but they , thinking the City was going to pay the bill for all the Rail Road work, suggested that it be sent directly to the city.

This was done and the City, thinking we were going to make the payment from the Federal Funds, sent the Bill to me. I forwarded it through channels for payment but found there had been no "machinery" established to cover this payment.

Finally, in April 1978 we instructed our contractor to again bill the Rail Road who in turn would include this in their billing to the City.

This was discussed by phone with our contractor and Mr Johnston of S. P. R. Co., and has resulted in our contractor -(North Santiam Paving Co.) being paid for their work. I verified this by phone with Lee Bensing of the

contracting firm.

Finally, in June, the Rail Road has billed the City for somewhere in the neighborhood of $5000.00 and again the City has requested what disposition may be made.

I have talked by phone with Mr. Trygstad who has the Rail Road Agreement and he found a note attached requesting that the cost of this adjustment be made a part of the Federal Funding.

However, this apparently became lost in the transition from the consultant doing the construction engineering to our doing it.

Finally, we get to the money situation as it now stands.

Our contract cost according to the estimate I have was $93035.02 which was $20235.52 over the contract amount. To this add the preliminary engineering cost done by West-Tec Engineering ($6937.72) and the total cost becomes $99972.74.

The reasons for over-run of the contract amount were three fold;

1- the project extension which was requested by the city at the pre-con. conference cost about $4500.00.

This was needed as the plans showed (2) catch inlets about 100feet off the paved area which unless the paving was extended would not fuction properly as drains.

2- we encoutered numeroues soft areas in the grade as the project progressed and after we had committed ourselves to the project extension, these cost about $4500.00.

3- The construction engineering over-ran by about $6000.00. This had two basic causes; the first bing that the alignment on the westerly end didn't appear to match the existing street and the second, we had no survey crew as such during the summer, so a good share of the work was done on over-time.

From the above, it appears that we are indeed at least close to the maximum allocated amount as you supposed and that there are no funds remaining for the Rail Road Work.

BILL COLLECTIBLE

S-130
(A.A.R. 20

Bill No. 050063
Quote above numb r when remitting

Month's Account MAY 1978
(5)
Dept. No.
Date Made MAY 30, 1978

ORIGINAL

RECEIVED
JUN -9 1978
CITY OF MT. ANGEL

TO SOUTHERN PACIFIC TRANSPORTATION COMPANY Dr.

City of Mount Angel
City Hall
Mount Angel, Oregon 97362

Please return copy of this bill with remittance to:
SOUTHERN PACIFIC TRANSPORTATION COMPANY
P. O. Box 44252
San Francisco, California 94144

Cost of labor and materials furnished in connection with construction of Crossing Rehabilitation at Marquam Street, Crossing No. CC-731.7, Mt. Angel, Oregon in accordance with the terms of Agreement dated July 19, 1977 Document Audit No. 144614.	
Final Bill. (Detail Attached)	$4,968.65

I certify that the above bill is correct and just; that payment therefore has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transaction have been complied with; and that State and local sales taxes are not included in the amounts billed.

DISTRIBUTION:
SOUTHERN PACIFIC TRANSPORTATION COMPANY

By: V. D. Arias calc ☒.
Chief Clerk

For further information address:
MANAGER, EQUIPMENT AND
MISCELLANEOUS ACCOUNTING
Southern Pacific Transportation Company
San Francisco, California 94105

Westech Engineering, Inc.
CONSULTING ENGINEERS AND PLANNERS

PRINCIPALS
C. H. STEKETEE, P.E.
H. C. FERRIS, P.E.

3421 25th ST. S.E. [illegible]
SALEM, OREGON 97301

Telephone 585-2474

April 11, 1977

RECEIVED
APR 13 1977
CITY OF MT. ANGEL

Mr. Ken Wolfe
Oregon State Highway Division
P.O. Box 30
Salem, Oregon 97310

Re: Marquam St. Project - City of Mt. Angel; J.O. 440

Dear Mr. Wolfe:

Enclosed as requested are 2 sets of plans and specifications for the referenced project. These have been revised in accordance with the comments made by OSHD at the September 22, 1976 design review session held in your office.

We recommend that the final review/approval of these documents be made at Mt. Angel City Hall during the last week of this month. This will give all concerned the opportunity to review the project on the ground if desired. This meeting has been scheduled for 4:00 P.M. on Tuesday, April 26.

Attached to this letter is our Engineer's estimate of construction costs, plus a summary of estimated overall project costs. The project should be completed well within budget.

Construction should start in late June or early July due anticipated wet subgrade areas, and should be completed prior to Octoberfest in Mid-September.

As mentioned, we have lost Ted Kuenzi who was proposed for inspector and OSHD certified for this purpose, due to project delays. We have not yet been able to locate an OSHD certified inspector for replacement. For this reason, we request that OSHD perform the construction engineering services if possible, which could be backed out of our engineering services contract on a mutually agreeable basis. We have discussed the possibility with the City Administrator, and he sees no difficulty in proceeding in this manner. Please consider this and advise.

Yours very truly,

WESTECH ENGINEERING, INC.

H. C. Ferris, P.E.

HCF:kr
Encl: Plans & Specs (2 sets)
CC: City of Mt. Angel w/ Plans & Specs (1 set)

Westech Engineering, Inc.
CONSULTING ENGINEERS AND PLANNERS

PRINCIPALS
C. H. STEKETEE, P.E.
H. C. FERRIS, P.E.

200 Lancaster Drive S.E.
SALEM, OREGON 97301
Telephone 585-2474

August 6, 1976

RECEIVED
AUG - 9 1976
CITY OF MT. ANGEL

Mr. Ken Wolfe, Resident Engineer
Oregon State Highway Division
P.O. Box 30
Salem, Oregon 97310

Re: Marquam St. Project - City of Mt. Angel

Dear Mr. Wolfe:

Summarized below are the results of yesterday's meeting on subject project. Those in attendance included:

OSHD - Messrs. Chidsey & Wolfe
P.U.C. - Don Still
S.P.T.Co. - Wm. Harding
Mt. Angel - Lee Layman
Westech - undersigned.

1. Traffic Control at Railroad Grade Crossing

Automatic traffic control gates were discussed but were not considered necessary due to the relatively low road and rail traffic volumes at this intersection. For sight distance purposes, parking will be restricted for a distance of at least 130 feet from rail (SSD for 25 MPH traffic).

Included in the road improvement project will be 2 "stop ahead" signs located ± 230' or one block back from rail. The 2 existing stop signs and 1 crossbuck will be maintained, or relocated as necessary.

SPTCo. will add one reflectorized crossbuck at railroad expense. SPTCo. will furnish an estimate of the costs for spur rail removal and for resurfacing work within 2' of main line rails. It is our understanding that costs for the latter are chargeable to the road improvement project.

We are proceeding with application work for grade crossing alteration approval by P.U.C. Application processing time, and other reasons, indicate that the project should be scheduled for construction in summer of 1977.

2. Background Considerations

The initial project application was made on the basis of a 40' curb-to-curb improvement between Main & Lincoln.

... St. - ... St. Section ... (cont.) ... at Maroman Street

Grading and Paving

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Mobilization	Lump Sum	$	$ 5000.00
2.	Temporary Protection and Direction of Traffic	Lump Sum	$	$ 3800.00
3.	Removal of Structures and of Obstructions	Lump Sum	$	$ 3000.00
4.	General Excavation	1272 Cu.Yds.	$ 5.20	$ 6614.40
5.	Trench Excavation	150 Cu.Yds.	$ 10.00	$ 1500.00
6.	Foundation Fill/Special Backfill	75 Cu.Yds.	$ 10.00	$ 750.00
7.	1½"-0" Aggregate Base	2120 Tons	$ 5.75	$ 12,190.00
8.	3/4"-0" Aggregate Base	345 Tons	$ 6.40	$ 2208.00
9.	Class "B" or "C" Asphaltic Concrete	795 Tons	$ 18.20	$ 4,467.00
10.	8" Storm Sewer Pipe	122 Lin.Ft.	$ 5.50	$ 671.00
11.	10" Storm Sewer Pipe	275 Lin.Ft.	$ 6.25	$ 1718.75
12.	12" Storm Sewer Pipe	70 Lin.Ft.	$ 7.50	$ 525.00
13.	Class B Bedding for Storm Sewers	80 Cu.Yds.	$ 10.00	$ 800.00
14.	Concrete Inlets as Specified	9 Each	$ 270.00	$ 2430.00
15.	Concrete Curbs - Type "C"	1825 Lin.Ft.	$ 3.40	$ 6205.00
16.	Adjust Manholes	2 Each	$ 175.00	$ 350.00
17.	Adjust Boxes	5 Each	$ 80.00	$ 400.00
18.	Relocation of Existing Sign Installations	Lump Sum	$	$ 810.00
19.	Traffic Sign Panels	50 Sq.Ft.	$ 10.00	$ 500.00
20.	Treated Wood Sign Posts	Lump Sum	$	$ 600.00
21.	Pavement Striping & Marking	Lump Sum	$	$ 550.00

Total Amount of Bid $ 64,591.15

SUMMARY OF ESTIMATED COSTS

a.	Available Project Funds:		$100,000.00
b.	Less Engineering/Surveying/Inspection/Testing	$13,379.68	
c.	Less Estimated S.P.R.R. Grade Alteration Backcharge Cost	8000.00 2940.00	
d.	Less OSHD Administration Costs		$24,319.68 75,680.32
e.	Estimated Funds Available for Construction		
f.	Estimated Construction Cost, Basic Project	$64,591.15	
g.	Construction Contingency Allowance, 5%	3229.56	$67,820.71 6782.07
h.	Change Order Additions Allowed, 10%		$74,602.78
i.	Potential Total Construction Cost		$1077.54
j.	Surplus of Funds:		

8565

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ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project No. OS-2401(1)
Lincoln St.-Main St.(Mt. Angel) Section
Marion County

Enclosed for your approval are two copies of a fully executed agreement between the Southern Pacific Transportation Company and the City of Mt. Angel on the subject project. The effective date of the agreement is July 19, 1977, however, due to a lack of understanding proper procedures the city neglected to send the agreement to the State for further processing at that time. The work by the railroad is included in the project as programmed.

We request the following:

1) Authorization to proceed with the work by the railroad as of July 19, 1977 at an estimated total cost of $6,795 with federal funds of $5,313.

2) The return of one copy of the agreement for our files.

CL:dmc
cc: M. Reynoldson

C.C. Loren Weber

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
FEB 16 1978
M
File: PM FA
LG OP
TAA Reynoldson

8565

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December 5, 1977

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th & Stewart Street
Seattle, WA 98101

Gentlemen:

On November 30, 1977, we wrote to you concerning release of final payment on Contract No. 8565 awarded to North Santiam Paving Co. for work on the Lincoln Street-Main Street Section of W. Marquam Street in Mt. Angel, Marion County.

Final payment on this contract is $1,043.90 and the total contract amount is $76,942.11 including $2,505.67 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc North Santiam Paving Co.
S. 1st Street
Stayton, OR 97383

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

						CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
[illegible] JOB OR DEPARTMENT		PREFIX	FUNCTION	GR					
[illegible] CONT NO		* FA PROJ NOS OS 401001 100							
	324	1999	295	00	N 9			1,700 00	STATE
	324	1999	296	00	N 9		7,403 60CR	9,103 60CR	
	324	1999	298	00	N 9		7,403 60	7,403 60	
	324	1999	901	00	P 1		198 86	406 58	
	324	1999	904	00	P 1			6,785 00	
	324	1999	905	00	P 1			468 50	
	324	1999	910	00	P 1			838 39	
	324	1999	914	00	P 1			101 90	
	324	1999	920	00	P 1			181 50	
	324	1999	921	00	P 1		192 95	636 86	
			TOT	P1			391 81	9,468 73	
			** JOB TOTALS **			**	391 81 **	9,468 73 **	
[illegible] BRIDGE	CONT NO		FA PROJ NOS OS 501001 100						
	325	1954	906	00	P 1			36 55	STATE
	325	1954	910	00	P 1			43 48	
	325	1954	924	00	P 1			18 82	
			TOT	P1				98 85	
			** JOB TOTALS **			**	**	98 85 **	
[illegible]	CONT NO		FA PROJ NOS OS 501001 100						
	325	1956	296	00	N 9	1 64CR	841 24CR	8 593 13CR	STATE
	325	1956	297	00	N 9			2,050 00	
	325	1956	298	00	N 9	1 64	841 24	6,543 13	
	325	1956	901	00	P 1		48 00	158 96	
	325	1956	904	00	P 1			6,025 00	
	325	1956	905	00	P 1			302 01	
	325	1956	906	00	P 1		102 06	678 40	
	325	1956	910	00	P 1			109 72	
	325	1956	920	00	P 1	65 00	65 00	65 00	
	325	1956	921	00	P 1		886 36	886 36	
	325	1956	923	00	P 1			94 05	
	325	1956	926	00	P 1			391 15	
			TOT	P1		65 00	1,101 42	8,710 65	
			** JOB TOTALS **			65 00 **	1,101 42 **	8,710 65 **	
[illegible] HERRNER	CONT NO		FA PROJ NOS SRS 00S104 100						
	325	1959	296	00	N 9	7 40CR	142 76CR	206 80CR	STATE
	325	1959	298	00	N 9	7 40	142 76	206 80	
	325	1959	905	00	P 1			67 83	

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	324	1015	203	00 P 1			570.00CR	77	77
	324	1015	206	00 N 1			17.19	77	77
	324	1015	295	00 N 9			2,260.00	77	77
	324	1015	296	00 N 9			22,935.00CR	76	77
	324	1015	298	00 N 9			20,675.00	76	77
	324	1015	900	00 P 1		17.99	5,167.53	76	77
	324	1015	900	00 N 1			133.68	76	77
			TOT	P1		17.99	28,162.27		
			TOT	N1			150.87		
			** JOB TOTALS **		**	17.99 **	28,313.14 **		
I MAIN ST MT ANGEL CONT NO 8565 FA PROJ NOS OS 401001 100									STATE
	324	1022	201	00 P 1	2,717.28	76,998.21	76,898.21	77	77
	324	1022	204	00 N 1	2,709.05	100.00CR	1,000.00CR	77	77
	324	1022	270	02 P 1		124.93	124.93	77	77
	324	1022	296	00 N 9	21,961.49CR	68,942.00CR	68,942.00CR	77	77
	324	1022	298	00 N 9	21,961.49	56,942.00	56,942.00	77	77
	324	1022	299	00 N 9		12,000.00	12,000.00	77	77
	324	1022	900	00 P 1	1,557.44	13,278.74	13,268.74	77	77
	324	1022	900	00 N 1	39.52	88.45	58.45	77	77
	324	1022	985	00 P 1	10.91	27.27	27.27	77	77
			TOT	P1	4,285.63	90,329.15	90,319.15		
			TOT	N1	2,748.57	911.55CR	911.55CR		
			** JOB TOTALS **		7,034.20 **	89,417.60 **	89,407.60 **		
BELLEVUE ST TO MISSION ST SE CONT NO 8246 FA PROJ NOS M 155003 98 M 155003 M 155003 02 STATE									
	324	1097	201	00 P 1	1,062.40	1,062.40	579,939.44	75	77
	324	1097	201	00 P 2			34,807.98	77	77
	324	1097	201	00 P 8			10,622.92	75	77
	324	1097	201	00 N 1			529.89	77	77
	324	1097	204	00 N 1			14,700.07CR	75	77
	324	1097	204	00 N 8			299.97CR	75	77
	324	1097	205	00 N 1			333.25CR	76	76
	324	1097	205	00 N 8			6.80CR	76	76
	324	1097	205	03 N 1			10.76CR	76	76
	324	1097	269	02 P 1			576.33	75	76
	324	1097	285	03 P 1			3,191.41	76	77
	324	1097	296	00 N 9	11,029.74CR	14,060.48CR	741,937.00CR	75	77
	324	1097	298	00 N 9	11,029.74	14,060.48	671,497.00	75	77
	324	1097	299	00 N 9			70,440.00	75	75
	324	1097	900	00 P 1	983.44	2,144.67	94,427.19	75	77
	324	1097	900	00 P 2			3,480.80	77	77
	324	1097	900	00 P 8	20.06	43.75	1,407.01	75	77
	324	1097	900	00 N 1			850.55	75	77
	324	1097	900	00 N 8			13.79	75	77
	324	1097	915	00 P 1			157.01	76	77
	324	1097	915	00 P 8			16	76	76

8565

DATE: November 15, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Lincoln St.-Main St. (Mt. Angel)
Contract No. 8565

A 24.6 percent overrun has occurred on this project. The contract was recently completed by North Santiam Paving Company. It was an Off-System federal-aid project with the City matching portion provided by State Small City Allotment funds. It reconstructed about four blocks of city street by providing new curbs, drainage and paving.

The overrun amounts to $17,914.50. Over $14,000 of this is in bid items. Most arises from two reasons: extending the grading and paving for about 100 feet on the beginning of the project (but still within the overall contract project limits) in order to carry surface water to the new drainage installed, plus repair of soft subgrade throughout the project. The work was all federal participating and was concurred in by the City.

Your approval is requested of an increase of $17,914.50 to a new total project authorization of $90,731.00. This matter will be on the Consent Calendar for your December 15 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
John Sheldrake
D. H. Moehring
V. E. Skoog
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 14, 1977

FILE: CON 5 #8565

FROM: John A. Bond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Lincoln St.-Main St. (Mt. Angel)
Contract No. 8565
Request for Increase in
Project Authorization

Herewith form E-372 showing a 24.6 percent overrun on this project. The contract is recently completed by North Santiam Paving Company. It was an Off-System federal-aid project with the City matching provided by State Small City Allotment funds. It reconstructed about four blocks of City Street by providing new curbs, drainage and paving.

The overrun amounts to $17,914.50. Over $14,000 of this is in bid items. Most of this arises from two reasons - extending the grading and paving for about 100 feet on the beginning of the project (but still within the overall contract project limits) in order to carry surface water to the new drainage installed, plus repair of soft subgrade throughout the project. Engineering overran about $4,700 because of additional surveying needed to determine the street right of way (the job was located by a consultant) and doing some of the construction control survey work on overtime when a crew could be brought in from larger projects.

The overrun does not involve PCRB, since it was mostly at contract prices. The work was all federal participating and was concurred in by the City.

A rough draft letter to the Transportation Commission requesting an increase of $17,914.50 to a new total project authorization of $90,731.00 is attached.

JAB:fr

Att.

cc: Robert Church

8565

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FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Lincoln St.-Main St. (Mt. Angel)	WEEK ENDING: November 5, 1977
		SECTION PREFIX: 324-1022
	HIGHWAY: City St.(W. Marquam St.)	COUNTY: Marion
NAME OF JOB: Lincoln St.-Main St. (Mt. Angel)	KIND OF WORK: Grading & Paving	
CONTRACTOR: North Santiam Paving	CONTRACT NUMBER: 8565	FEDERAL AID PROJECT NUMBER: 0S-2401(1)
DATE OF CONTRACT: 7-20-77	DATE WORK STARTED: 8-3-77	ESTIMATED COMPLETION DATE: 9-29-77
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 59
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99
PROJECT AUTHORIZATION: $ 72,816.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 66,456.98	ENGINEERING AUTHORIZATION $ 6359.52	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 123.6
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 76,982.00	ENGINEERING COST TO DATE $ 13,080.07	DATE PROJECT WAS COMPLETED: 9-28-77
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 23.6 %	PERCENT OF AUTHORIZATION 206 %	

Request for Overrun of project Authorization has been submitted.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.2				0.2
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.2				0.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1270 CY				760 T
TOTAL QUANTITIES CORRECTED TO DATE	1630				1070
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1630				1070
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing: Keasey, Bond, Jackmond, Hopkins, Johnsen, Inloes

RECEIVED
NOV 8 1977
CONSTRUCTION SECTION

Richards, Glenn, Berg, Church, Gebauer, Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED Steven Wheeler LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8565

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*07808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Mt. Angel
City Hall
Mt. Angel, OR 97362

Attention of
Mr. V. Lee Layman
City Manager

Request No. (assigned by staff engineer or head of section) CC 1739

Date July 22, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance deposit - Construction $16,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Lincoln St.-Main St. Section on West Marquam St. in the City of Mt. Angel. OFF SYSTEM Project Covered by agreement #5560 03-2401(6) To be retained	12,000.00	$4,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $16,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
324-1022-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
for G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Administrator & State Hwy. Engr.
Oregon State Highway Division
State Highway Building

Salem, OR 97310

Accounting Division

Date July 21, 1977

Invoice No. .....

P. O. No. .....

Transfer SCA funds to State Highway funds as matching funds for the Lincoln Street-Main Street Section on West Marquam Street, in the City of Mt. Angel.

Off System Roads Project
OS-2401 (1)

Lump Sum $16,000.00

Construction Prefix 324-1022

Harold Wimer

G. W. Wimer
Local Government Engineer

CC 1739

8565

RAF - VI - 5/13/77 - 03305/323

Mile Post CC-731.7-X(N)

THIS AGREEMENT, made this 19 day of July, 1977, by and between SOUTHERN PACIFIC TRANSPORTATION COMPANY, a corporation, herein termed "Railroad", and CITY OF MT. ANGEL, a municipal corporation of the State of Oregon, address: City Hall, Mt. Angel, Oregon 97362, herein termed "City";

RECEIVED
AUG 19 1977
CITY OF MT. ANGEL

RECITALS:

The parties hereto desire to set forth by this instrument their agreements with respect to the improvement of Marquam Street where same crosses property and tracks of Railroad, at or near Mt. Angel, in the County of Marion, State of Oregon (Crossing No. CC-731.7).

AGREEMENT:

NOW, THEREFORE, it is mutually agreed as follows:

1. Railroad, at its expense and in conformance with the Oregon Public Utility Commissioner's Order No. 77-069, shall install one (1) additional crossing sign and relocate one (1) existing crossing sign to accommodate the widened roadway.

Railroad shall furnish all necessary labor, materials, tools and equipment and shall perform the work of removing existing crossing in the track area, rehabilitating the subgrade and track structure, including necessary change of running rails, and installing track drains and asphaltic concrete paving along the rails of the tracks through the new crossing area.

The location of the project is as shown on the print of Railroad's Oregon Division Drawing A-5470 dated November 1, 1976, attached and made a part hereof.

2. It is agreed that the work to be performed by Railroad is a part of a federal aid project. Pursuant to the provisions of the Federal Highway Administration Program Manual, Volume 6, Chapter 6, Section 2, there is no ascertainable net benefit to Railroad and City agrees to reimburse Railroad promptly upon receipt of bills therefor for all cost and expense incurred by Railroad in the furnishing of materials and performing the work specified in the second paragraph of Section 1 above, including, but not limited to, the items specified in the "Detail of Estimate" marked Exhibit "A", attached and made a part hereof.

3. Following execution of this instrument, Railroad will order the delivery of all materials required to perform the work contemplated herein and shall submit to City a bill for eighty percent (80%) of City's share of the estimated cost of materials to be furnished by Railroad. As soon as the crossing surface has been placed in operation, Railroad shall submit to City bills for eighty percent (80%) of City's share of the estimated cost of applicable labor furnished by Railroad. Following completion of

Wmar

audit, Railroad shall submit to City a final bill for the actual total cost of the work performed by Railroad, less the progress payments made by City hereunder. City shall pay all of such bills promptly.

In the event progress payments made by City exceed the audited total final cost, the difference shall be promptly refunded to City by Railroad.

4. Maintenance of the said highway and crossing shall be as set forth in the separate easement agreement to be entered into by Railroad and City.

5. The work to be performed by Railroad hereunder shall be commenced as soon as labor and materials are available, following execution of this instrument, and shall be completed within one (1) year thereafter.

6. All work to be performed by Railroad hereunder shall be performed only by its employees working under Railroad labor agreements and shall be done on a force account basis, the cost thereof to be paid by City to Railroad in a manner hereinafter set forth.

All expense incurred by Railroad for which City is obligated to reimburse Railroad hereunder, including all work incidental to such work, but not specifically mentioned herein, shall be subject to the provisions of Federal Highway Administration Program Manual, Volume 1, Chapter 4, Section 3.

City shall reimburse Railroad for all work performed by Railroad for which City is obligated to pay; provided, however, that should some unforeseen condition or combination of conditions cause a change in the scope of work as called for by the plans, then the Railroad shall not be obligated to incur and City shall not be obligated to reimburse the Railroad for the cost of work of changed scope until such change shall have been approved in writing by City and Railroad.

The books, papers, records and accounts of the parties hereto so far as they relate to the items of expense for labor and materials or are in any way connected with the work herein contemplated, shall be open for inspection and audit by authorized representatives of the City and Federal Government for a period of not less than three (3) years from the date final payment has been received by Railroad.

7. In the event any of the work upon the property of Railroad, as herein contemplated, should be advertised for bids by City, such work shall not be commenced by the contractor until:

(a) City has furnished Railroad's Chief Engineer with certified copies of required bodily injury and property damage insurance and original policy of required Railroad Protective Liability insurance in the amounts specified in the Exhibit "B", attached and made a part hereof; and

(b) Railroad's Chief Engineer has advised City's Highway Engineer by letter that the limits, form and substance of said policy or policies are satisfactory to Railroad.

The above public liability and property damage insurance policy or policies shall be kept in full force and effect by City's contractor during the performance of said work upon and adjacent to Railroad's property and thereafter until the contractor removes all tools, equipment and material from Railroad's property and cleans the premises to a presentable condition satisfactory to Railroad.

City and its contractor shall give notice to Railroad's Division Engineer at least seventy-two (72) hours before commencing any construction work upon or adjacent to Railroad's property and shall observe Railroad's rules and regulations or the instructions of Railroad's representatives in relation to the proper manner of protecting the tracks and property of Railroad and the traffic moving on Railroad's tracks during the period of construction. The contractor shall perform his work in such manner and at such times as not to endanger or interfere with the safe operation of the tracks and property of Railroad and the traffic moving on said tracks, as well as the wires, signals and other property of Railroad.

8. In compliance with the regulations of the Department of Transportation, Railroad hereby agrees to comply fully with all the provisions of Appendix A, attached and by this reference made a part hereof; provided, however, that Appendix A shall be applicable only in those cases where Railroad does not perform the work contemplated in this agreement with its own forces.

9. This agreement shall inure to the benefit of and be binding upon the successors and assigns of Railroad and the assigns of City.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate as of the day and year first herein written.

SOUTHERN PACIFIC TRANSPORTATION COMPANY,

ATTEST E A Flammang
Assistant Secretary

By L A Blake
(Title) Manager, Contract Dept.

CITY OF MT. ANGEL,

By Leonard M Fenker
Mayor

By V Lee Laymon
Clerk
RECORDER

NP/CCM

GMO ☐☐☐☐☐ MO. YR ☐☐☐☐

DETAIL OF ESTIMATE

SHEET 1 OF 1 SHEETS

C-C-MTA-76-32

FORM 30 Nº CE-5347

File: 91143.2/323-3

Date: DECEMBER 10 19 76 Divn. OREGON

Stations: MOUNT ANGEL Subject: WIDEN MARQUAM ST. GRADE X-ING #CC-731.7

EIN	WORK FUNCTION DESCRIPTION	UNIT	QUANTITY	LABOR	MATERIAL	OTHER	TOTAL
	SUNDRIES - MOUNT ANGEL						
	REMOVE HIGH BRUSH & DISPOSE			300			
	REMOVE PAVEMENT & DISPOSE	SF	190	95			
	REMOVE BASE MATERIAL & DISPOSE	CY	33	130			
	PLACE 12" SELECT BASE MATERIAL	CY	22	35	220		
	PLACE 2-PERFORATED DRAIN PIPES	LF	160	80	160		
	PLACE CEMENT TREATED BASE MAT'L	CY	11	20	275		
	RENEW CROSS TIES	EA	34	170	440		
	RELAY RAIL W/2-144', 113# W. RAILS	NT	5.424	250	285		(165NC)
	TIE PLATES (119# RAIL), N	EA	68		240		
	RENEW BALLAST & RESURFACE TRK.	NT	30	150	55		
	COMPROMISE RAIL JTS. 113#/90#, N	EA	4		800		
	PAVE CROSSING AREA, 6" AC	SF	400	200	450		
001	WIDEN & IMPROVE GRADE X-ING	LT	1	1430	2925		
002	EQUIPMENT RENTAL					430	NC325
003	FREIGHT					235	NL120
004	PRELIMINARY ENGINEERING			200			
005	MATERIAL HANDLING CHARGE					145	
006	VACATION ALLOWANCE					120	
007	HOLLIDAY PAY					55	
008	HEALTH & WELFARE					80	
009	R.R. RETIREM'T & UNEMPLOYMT TAX					375	
010	P.D., P.L. & W.C. INSURANCE					70	
011	ACCOUNTING & BILLING					265	
012	CONTINGENCIES			165	295	180	
				1795	3220	1955	
	DR. SUNDRIES (CASH 670 CR.)						6970
	SALVAGE						
013	RAIL, 288 LF-90#, SH	NT	4.32		(130)		
014	JOINTS, 90#AB, SH, RETIRED	EA	6		(15)		
015	JOINTS, 90#AB, SH, REPLACED	EA	4		(10)		
016	TIE PLATES, 90#, SH, REPLACED	EA	60		(20)		
					175		
	DR. M.O.H. (CASH 175)						175
	CR. SUNDRIES						175

6970
175

EXHIBIT A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

(1) Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation Title 19, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color or national origin.

(4) Information and Reports: The contractor shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Department or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State Highway Department, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the State Highway Department shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(a) withholding of payments to the contractor under the contract until the contractor complies, and/or

(b) cancellation, termination or suspension of the contract, in whole or in part.

(6) Incorporation of Provisions: The contractor shall include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor will take such action with respect to any subcontractor or procurement as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State Highway Department to enter into such litigation to protect the interest of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

RAILROAD PROTECTIVE INSURANCE

In addition to any other form of insurance or bonds required under the terms of the contract and specifications, the Contractor will be required to carry insurance of the kinds and in the amounts hereinafter specified.

Such insurance shall be approved by the Railroad before any work is performed on railroad property and shall be carried until all work required to be performed on or adjacent to the Railroad's property under the terms of the contract is satisfactorily completed as determined by the Engineer, and thereafter until all tools, equipment and materials have been removed from Railroad's property and such property is left in a clean and presentable condition.

The insurance herein required shall be obtained by the successful bidder and the original and certified copies of all policies as hereinafter specified shall be furnished to the Engineer.

The Contractor shall furnish the Engineer with one (1) certified copy of each of the executed policies required by 1, 2 and 3 below and, in addition, shall furnish Railroad through the Engineer, one (1) certified copy of each of the executed policies required by 1 and 2 and the original policies of the insurance required by 3 below.

A certification on such copies of insurance shall guarantee that the policy under 1 and 2 will not be amended, altered, modified, or canceled insofar as the coverage contemplated hereunder is concerned, without at least ten (10) days notice mailed by registered mail to the Engineer and to Railroad.

Full compensation for all premiums which the Contractor is required to pay on all the insurance described hereinafter shall be considered as included in the prices paid for the various items of work to be performed under the contract, and no additional allowance will be made therefor or for additional premiums which may be required by extensions of the policies of insurance.

The approximate ratio of the estimated cost of the work over or under or within 50 feet of Railroad's tracks to the total estimated contract cost is _____.

1. Contractor's Public Liability and Property Damage Liability Insurance

The Contractor shall, with respect to the operations he performs within or adjacent to Railroad's property, carry regular Contractor's Public Liability and Property Damage Liability Insurance providing for the same limits as specified for Railroad's Protective

Public Liability and Property Damage Liability Insurance to be furnished for and in behalf of Railroad as hereinafter provided.

If any part of the work within or adjacent to Railroad's property is subcontracted, the Contractor in addition to carrying the above insurance, shall provide the above insurance on behalf of the subcontractors to cover their operations.

2. Contractor's Protective Public Liability and Property Damage Liability Insurance

The Contractor shall, with respect to the operations performed for him by subcontractors who do work within or adjacent to Railroad's property, carry in his own behalf regular Contractor's Protective Public Liability and Property Damage Liability Insurance providing for the same limits as specified for Railroad's Protective Public Liability and Property Damage Liability Insurance to be furnished for and in behalf of Railroad as hereinafter provided.

3. Railroad's Protective Public Liability and Property Damage Liability Insurance

The Contractor shall, with respect to the operations he performs within or adjacent to Railroad's property or that of any of his subcontractors who do work within or adjacent to Railroad's property perform, have issued and furnished in favor of Railroad, policy or policies of insurance in the Railroad Protective Liability Form as hereinafter specified.

Railroad Protective Liability Form

(Name of Insurance Company)

DECLARATIONS

Item 1. Named Insured: Southern Pacific Transportation Company
One Market Plaza
San Francisco, California 94105

Item 2. Policy Period: From ... to ... 12:01 a.m., Standard Time, at the designated job site as stated herein.

Item 3. The insurance afforded is only with respect to such of the following coverages as are indicated in Item 6 by specific premium charge or charges. The limit of the company's liability against such coverage or coverages shall be as stated herein, subject to all the terms of this policy having reference thereto.

Coverages		Limits of Liability Each Person	Each Occurrence	Aggregate
A	Bodily Injury Liability	$500,000	$1,000,000	Not applicable
B & C	Property Damage Liability and Physical Damage to Property	Not applicable	$500,000	$1,000,000

Item 4. Name and Address of Contractor: .....

Item 5. Name and Address of Governmental Authority for whom the work by the Contractor is being performed.

Item 6. Designation of the Job Site and Description of Work:

FOR CONSTRUCTION ON .....

Premium Bases	Rates per $100 of Cost Coverage A	Coverages B & C	Advance Premiums Coverage A	Coverages B & C
Contract Cost	$	$	$	$
Rental Cost	$	$	$	$

Countersigned ..... 19... by .....

.....
Title

POLICY

.....
(Name of Insurance Company)

6-5-67

A- - - - - - - - - - - - insurance company, herein called the company, agrees with the insured, named in the declarations made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the declaration made by the named insured and subject to all of the terms of this policy:

INSURING AGREEMENTS

I. Coverage A - Bodily Injury Liability.

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of bodily injury, sickness, or disease, including death at any time resulting therefrom, hereinafter called "bodily injury," either (1) sustained by any person arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations, or (2) sustained at the designated job site by the Contractor or any employee of the Contractor, or by any employee of the governmental authority specified in Item 5 of the declarations, or by any designated employee of the insured whether or not arising out of such acts or omissions.

Coverage B - Property Damage Liability.

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of physical injury to or destruction of property, including loss of use of any property due to such injury or destruction, hereinafter called "property damage", arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations.

Coverage C - Physical Damage to Property.

To pay for direct and accidental loss of or damage to rolling stock and their contents, mechanical construction equipment, or motive power equipment, hereinafter called loss, arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations; provided such property is owned by the named insured or is leased or entrusted to the named insured under a lease or trust agreement.

II. Definitions.

(a) Insured. - The unqualified word "insured" includes the named insured and also includes any executive officer, director or stockholder thereof while acting within the scope of his duties as such.

(b) Contractor. - The word "contractor" means the Contractor designated in Item 4 of the declarations and includes all subcontractors of said Contractor but shall not include the named insured.

(c) Designated employee of the insured. - The words "designated employee of the insured" mean :

(1) any supervisory employee of the insured at the job site,

(2) any employee of the insured while operating, attached to or

(2) (Cont'd)

engaged on work trains or other railroad equipment at the job site which are assigned exclusively to the Contractor, or

(3) any employee of the insured not within (1) or (2) who is specifically loaned or assigned to the work of the Contractor for prevention of accidents or protection of property, the cost of whose services is borne specifically by the Contractor or by governmental authority.

(d) Contract. - The word "contract" means any contract or agreement to carry a person or property for a consideration or any lease, trust interchange contract or agreement respecting motive power, rolling stock or mechanical construction equipment.

III. Defense, Settlement, Supplementary Payments.
With respect to such insurance as is afforded by this policy under Coverages A and B, the company shall:

(a) defend any suit against the insured alleging such bodily injury or property damage and seeking damages which are payable under the terms of this policy, even if any of the allegations of the suit are groundless, false or fraudulent; but the company may make such investigation and settlement of any claim or suit as it deems expedient;

(b) pay, in addition to the applicable limits of liability:

(1) all expenses incurred by the company, all costs taxed against the insured in any such suit and all interest on the entire amount of any judgment therein which accrues after entry of the judgment and before the company has paid or tendered or deposited in court that part of the judgment which does not exceed the limit of the company's liability thereon;

(2) premiums on appeal bonds required in any such suit, premiums on bonds to release attachments for an amount not in excess of the applicable limit of liability of this policy, but without obligation to apply for or furnish any such bonds;

(3) expenses incurred by the insured for such immediate medical and surgical relief to others as shall be imperative at the time of the occurrence;

(4) all reasonable expense, other than loss of earnings, incurred by the insured at the company's request.

IV. Policy Period, Territory.
This policy applies only to occurrences and losses during the policy period and within the United States of America, its territories or possessions, or Canada.

EXCLUSIONS

This policy does not apply:

(a) to liability assumed by the insured under any contract or agreement except a contract as defined herein;

(b) to bodily injury or property damage caused intentionally by or at the direction of the insured;

(c) to bodily injury, property damage or loss which occurs after notification to the named insured of the acceptance of the work by the governmental authority, other than bodily injury, property damage or loss resulting from the existence or removal of tools, uninstalled equipment and abandoned or unused materials;

(d) under Coverages A(1), B and C, to bodily injury, property damage or loss, the sole proximate cause of which is an act or omission of any insured other than acts or omissions of any designated employee of any insured;

(e) under Coverage A, to any obligation for which the insured or any carrier as his insurer may be held liable under any workmen's compensation, unemployment compensation or disability benefits law, or under any similar law; provided that the Federal Employers' Liability Act, U.S. Code (1946), Title 45, Sections 51-60, as amended, shall for the purposes of this insurance be deemed not to be any similar law;

(f) under Coverage B, to injury to or destruction of property (1) owned by the named insured or (2) leased or entrusted to the named insured under a lease or trust agreement.

(g) 1. Under any liability coverage, to injury, sickness, disease, death or destruction

(a) with respect to which an insured under the policy is also an insured under a nuclear energy liability policy issued by Nuclear Energy Liability Insurance Association, Mutual Atomic Energy Liability Underwriters or Nuclear Insurance Association of Canada, or would be an insured under any such policy but for its termination upon exhaustion of its limit of liability; or

(b) resulting from the hazardous properties of nuclear material and with respect to which (1) any person or organization is required to maintain financial protection pursuant to the Atomic Energy Act of 1954, or any law amendatory thereof, or (2) the insured is, or had this policy not been issued would be, entitled to indemnity from the United States of America, or any agency thereof, under any agreement entered into by the United States of America, or any agency thereof, with any person or organization.

2. Under any medical payments coverage, or under any Supplementary Payments provision relating to immediate medical or surgical relief, to expenses incurred with respect to bodily injury, sickness, disease or death resulting from the hazardous properties of nuclear material and arising out of the operation of a nuclear facility by any person or organization.

3. Under any liability coverage, to injury, sickness, disease, death or destruction resulting from the hazardous properties of nuclear material, if

(a) the nuclear material (1) is at any nuclear facility owned by, or operated by or on behalf of, an insured or (2) has been discharged or dispersed therefrom;

(b) the nuclear material is contained in spent fuel or waste at any time possessed, handled, used, processed, stored, transported or disposed of by or on behalf of an insured; or

(c) the injury, sickness, disease, death or destruction arises out of the furnishing by an insured of services, materials, parts or equipment in connection with the planning, construction, maintenance, operation or use of any nuclear facility, but if such facility is located within the United States of America, its territories or possessions or Canada, this exclusion (c) applies only to injury to or destruction of property at such nuclear facility.

4. As used in this exclusion:

"hazardous properties" include radioactive, toxic or explosive properties;

"nuclear material" means source material, special nuclear material or byproduct material;

"source material", "special nuclear material", and "byproduct material" have the meanings given them in the Atomic Energy Act of 1954 or in any law amendatory thereof;

"spent fuel" means any fuel element or fuel component, solid or liquid, which has been used or exposed to radiation in a nuclear reactor;

"waste" means any waste material (1) containing byproduct material and (2) resulting from the operation by any person or organization of any nuclear facility included within the definition of nuclear facility under paragraph (a) or (b) thereof;

"nuclear facility" means

(a) any nuclear reactor,

(b) any equipment or device designed or used for (1) separating the isotopes of uranium or plutonium, (2) processing or utilizing spent fuel, or (3) handling, processing or packaging waste,

(c) any equipment or device used for the processing, fabricating or alloying of special nuclear material if at any time the total amount of such material in the custody of the insured at the premises where such equipment or device is located consists of or contains more than 25 grams of plutonium or uranium 233 or any combination thereof, or more than 250 grams of uranium 235,

(d) any structure, basin, excavation, premises or place prepared or used for the storage or disposal of waste, and includes the site on which any of the foregoing is located, all operations conducted on such site and all premises used for such operations;

"nuclear reactor" means any apparatus designed or used to sustain nuclear fission in a self-supporting chain reaction or to contain a critical mass of fissionable material;

with respect to injury to or destruction of property, the word "injury" or "destruction" includes all forms of radioactive contamination of property.

(h) under Coverage C, to loss due to nuclear reaction, nuclear radiation or radioactive contamination, or to any act or condition incident to any of the foregoing.

CONDITIONS

(The conditions, except conditions 3, 4, 5, 7, 8, 9, 10, 11 and 12, apply to all coverages. Conditions 3, 4, 5, 7, 8, 9, 10, 11 and 12, apply only to the coverage noted thereunder.)

1. Premium.—The premium bases and rates for the hazards described in the declarations are stated therein. Premium bases and rates for hazards not so described are those applicable in accordance with the manuals in use by the company.

The term "contract cost" means the total cost of all work described in Item 6 of the declarations.

The term "rental cost" means the total cost to the Contractor for rental of work trains or other railroad equipment, including the remuneration of all employees of the insured while operating, attached to or engaged thereon.

The advance premium stated in the declarations is an estimated premium only. Upon termination of this policy the earned premium shall be computed in accordance with the company's rules, rates, rating plans, premiums and minimum premiums applicable to this insurance. If the earned premium thus computed exceeds the estimated advance premium paid, the company shall look to the Contractor specified in the declarations for any such excess; if less, the company shall return to the said Contractor the unearned portion paid.

In no event shall payment of premium be an obligation of the named insured.

2. Inspection.—The named insured shall make available to the company records of information relating to the subject matter of this insurance.

The company shall be permitted to inspect all operations in connection with the work described in Item 6 of the declarations.

3. Limits of Liability, Coverage A.—The limit of bodily injury liability stated in the declarations as applicable to "each person" is the limit of the company's liability for all damages, including damages for care and loss of services, arising out of bodily injury sustained by one person as the result of any one occurrence; the limit of such liability stated in the declarations as applicable to "each occurrence" is, subject to the above provision respecting each person, the total limit of the company's liability for all such damage arising out of bodily injury sustained by two or more persons as the result of any one occurrence.

4. Limits of Liability, Coverages B and C.—The limit of liability under Coverages B and C stated in the declarations as applicable to "each occurrence" is the total limit of the company's liability for all damages and all loss under Coverages B and C combined arising out of physical injury to, destruction or loss of all property of one or more persons or organizations, including the loss of use of any property due to such injury or destruction under Coverage B, as the result of any one occurrence.

Subject to the above provision respecting "each occurrence," the limit of liability under Coverages B and C stated in the declarations as "aggregate" is the total limit of the company's liability for all damages and all loss under Coverages B and C combined arising out of physical injury to, destruction or loss of property, including the loss of use of any property due to such injury or destruction under Coverage B.

Under Coverage C, the limit of the company's liability for loss shall not exceed the actual cash value of the property, or if the loss is of a part thereof the actual cash value of such part, at time of loss, nor what it would then cost to repair or replace the property or such part thereof with other of like kind and quality.

5. Severalty of Interests, Coverages A and B.—The term "the insured" is used severally and not collectively, but the inclusion herein of more than one insured shall not operate to increase the limits of the company's liability.

6. Notice.—In the event of an occurrence or loss, written notice containing particulars sufficient to identify the insured and also reasonably obtainable information with respect to the time, place and circumstances thereof, and the names and addresses of the injured and of available witnesses, shall be given by or for the insured to the company or any of its authorized agents as soon as practicable. If claim is made or suit is brought against the insured, he shall immediately forward to the company every demand, notice, summons or other process received by him or his representative.

7. Assistance and Cooperation of the Insured, Coverages A and B.—The insured shall cooperate with the company and, upon the company's request, attend hearings and trials and assist in making settlements, securing and giving evidence, obtaining the attendance of witnesses and in the conduct of suits. The insured shall not, except at his own cost, voluntarily make any payment, assume any obligation or incur any expense other than for such immediate medical and surgical relief to others as shall be imperative at the time of accident.

8. Action Against Company, Coverages A and B.—No action shall lie against the company unless, as a condition precedent thereto, the insured shall have fully complied with all the terms of this policy, nor until the amount of the insured's obligation to pay shall have been finally determined either by judgment against the insured after actual trial or by written agreement of the insured, the claimant and the company.

Any person or organization or the legal representative thereof who has secured such judgment or written agreement shall thereafter be entitled to recover under this policy to the extent of the insurance afforded by this policy. No person or organization shall have any right under this policy to join the company as a party to any action against the insured to determine the insured's liability. Bankruptcy or insolvency of the insured or of the insured's estate shall not relieve the company of any of its obligations hereunder.

Coverage C.—No action shall lie against the company unless, as a condition precedent thereto, there shall have been full compliance with all the terms of this policy nor until 30 days after proof of loss is filed and the amount of loss is determined as provided in this policy.

9. Insured's Duties in Event of Loss, Coverage C.—In the event of loss the insured shall:

(a) protect the property, whether or not the loss is covered by this policy, and any further loss due to the insured's failure to protect shall not be recoverable under this policy; reasonable expenses incurred in affording such protection shall be deemed incurred at the company's request;

(b) file with the company, as soon as practicable after loss, his sworn proof of loss in such form and including such information as the company may reasonably require and shall, upon the company's request, exhibit the damaged property.

10. Appraisal, Coverage C.—If the insured and the company fail to agree as to the amount of loss, either may, within 60 days after the proof of loss is filed, demand an appraisal of the loss. In such event the insured and the company shall each select a competent appraiser, and the appraisers shall select a competent and disinterested umpire. The appraisers shall state separately the actual cash value and the amount of loss and failing to agree shall submit their differences to the umpire. An award in writing of any two shall determine the amount of loss. The insured and the company shall each pay his chosen appraiser and shall bear equally the other expenses of the appraisal and umpire.

The company shall not be held to have waived any of its rights by any act relating to appraisal.

11. Payment of Loss, Coverage C.—The company may pay for the loss in money but there shall be no abandonment of the damaged property to the company.

12. No Benefit to Bailee, Coverage C.—The insurance afforded by this policy shall not inure directly or indirectly to the benefit of any carrier or bailee, other than the named insured, liable for loss to the property.

13. Subrogation.—In the event of any payment under this policy, the company shall be subrogated to all the insured's rights of recovery therefor against any person or organization and the insured shall execute and deliver instruments and papers and do whatever else is necessary to secure such rights. The insured shall do nothing after loss to prejudice such rights.

14. Application of Insurance.—The insurance afforded by this policy is primary insurance.

15. Three Year Policy.—A policy period of three years is comprised of three consecutive annual periods. Computation and adjustment of earned premium shall be made at the end of each annual period. Aggregate limits of liability as stated in this policy shall apply separately to each annual period.

16. Changes.—Notice to any agent or knowledge possessed by any agent or by any other person shall not effect a waiver or a change in any part of this policy or estop the company from asserting any right under the terms of this policy; nor shall the terms of this policy be waived or changed, except by endorsement issued to form a part of this policy.

17. Assignment.—Assignment of interest under this policy shall not bind the company until its consent is endorsed hereon.

18. Cancellation.—This policy may be canceled by the named insured by mailing to the company written notice stating when thereafter the cancellation shall be effective. This policy may be canceled by the company by mailing to the named insured, Contractor and governmental authority at the respective addresses shown in this policy written notice stating when not less than 30 days thereafter such cancellation shall be effective. The mailing of notice as aforesaid shall be sufficient proof of notice. The effective date and hour of cancellation stated in the notice shall become the end of the policy period. Delivery of such written notice either by the named insured or by the company shall be equivalent to mailing.

If the named insured cancels, earned premium shall be computed in accordance with the customary short rate table and procedure. If the company cancels, earned premium shall be computed pro rata. Premium adjustment may be made either at the time cancellation is effected or as soon as practicable after cancellation becomes effective, but payment or tender of unearned premium is not a condition of cancellation.

19. Declaration.—By acceptance of this policy the named insured agrees that such statements in the declarations as are made by him are his agreements and representations, that this policy is issued in reliance upon the truth of such representations and that this policy embodies all agreements existing between himself and the company or any of its agents relating to this insurance.

In witness whereof, the _____ Insurance Company has caused this policy to be signed by its president and a secretary at _____, and countersigned on the declarations page by a duly authorized agent of the company.

(Facsimile of Signature) (Facsimile of Signature)

_____ _____

Secretary President

Est. 17182 70650—600 3-68 1M

A-54

CC-73
N.C. R

N

731.7

MOUNT ANGEL 0.2 MILES

WOODBURN 6.1 MILES

ST.

ST.

CC-731.7

WIDEN CROSSING TO 40'
INSTALL 113# CWR THROUGH CROSSING
REPLACE ASPHALT PAVING IN CROSSING AREA

RAILWAY AVE.

SHIFT CROSSBUCK & STOP SIGN

SS

REMOVE HIGH BRUSH

9 30' 210 1 2 3 4 5 6 7 30' 8 9

TO SPRINGFIELD

TO WO

ABANDONED SPUR TO BE REMOVED
IN CROSSING AREA BY OTHERS

183.51'

SS

INSTALL CROSSBUCK

FRANKLIN ST.

731.72
3'x4'x40' CREO. BOX

MONROE

MARION

ST.

MARQUAM

LOCATION PLAN
SCALE 1" = 100'

100'	2+00	100'	
125'	1+00	175'	
180'	0+50	250'	
1500'	0+25	325'	
1 MILE	0+15	2000'	
TO SPRINGFIELD			TO WOODBURN
1 MILE	0+15	2000'	
1500'	0+25	900'	
1100'	0+50	850'	
350'	1+00	225'	
125'	2+00	50'	

VIEW CONDITIONS
NO SCALE

LEGEND

RED SHOWS NEW WORK
YELLOW SHOWS SHIFT OR RETIRE
SHOWS S.P.T.CO. PROPERTY LINE

Southern Pacific
Transportation Company
Office of Division Engineer
Union Station, Portland, Oregon, 97

WOODBURN-SPRINGFIELD BR

MOUNT ANGEL

WIDEN AND IMPROVE
CROSSING CC-731.7

SCALE AS SHOWN	OREGON DIVISION
DRAWN BY EHD CHECKED BY	VAL. SEC. 25
ROUTE NO. CC M.P. 731.70	DRAWING NO. A-
DATE NOV. 1 1976	SHEET NO.
REVISED TO	FILE DRAWER

PRINTED ON DIEPO NO. 1000H CLEARPRINT 6-78

A-5470

CC-731.7-X
N.C. R/W.

N

731.7

MOUNT ANGEL
0.2 MILES

WOODBURN
6.1 MILES

ST.

ST.

CC-731.7

WIDEN CROSSING TO 40'
INSTALL 113# CWR THROUGH CROSSING
REPLACE ASPHALT PAVING IN CROSSING AREA

REMOVE HIGH BRUSH

LWAY AVE.

SHIFT CROSSBUCK & STOP SIGN

SS

30'

210 1 2 3 4 5 6 7 30' 8 9 220

TO WOODBURN

ABANDONED SPUR TO BE REMOVED
IN CROSSING AREA BY OTHERS

INSTALL CROSSBUCK

183.51'

ST.

FRANKLIN ST.

731.72
3'x4'x40' CREO. BOX

ROE

MARION

ST.

MARQUAM

TO SPRINGFIELD

TO WOODBURN

LOCATION PLAN
SCALE 1" = 100'

100'	2+00	100'
125'	1+00	175'
180'	0+50	250'
1500'	0+25	325'
1 MILE	0+15	2000'
1 MILE	0+15	2000'
1500'	0+25	900'
1100'	0+50	850'
350'	1+00	225'
125'	2+00	50'

VIEW CONDITIONS
NO SCALE

— RED SHOWS NEW WORK
— YELLOW SHOWS SHIFT OR RETIRE
— SHOWS S.P.T.CO. PROPERTY LINE

Southern Pacific
Transportation Company
Office of Division Engineer
Union Station, Portland, Oregon, 97209

WOODBURN-SPRINGFIELD BRANCH

MOUNT ANGEL
WIDEN AND IMPROVE GRADE
CROSSING CC-731.70

SCALE AS SHOWN	OREGON DIVISION
DRAWN BY EHD CHECKED BY	VAL. SEC 25 SHEET 23
ROUTE NO. CC M.P. 731.70	DRAWING NO. A-5470
DATE NOV. 1, 1976	SHEET NO.
REVISED TO	FILE DRAWER

OON CLEARPRINT 6-75

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUL 13 1977
CITY OF MT. ANGEL

July 8, 1977

City of Mt. Angel
City Hall
Mt. Angel, OR 97362

Attention Mr. V. Lee Layman
City Manager

Gentlemen:

On July 7, 1977 a satisfactory bid was received from N. Santiam Paving Company, S. 1st Street, P. O. Box "A", Stayton, Oregon 97383 for the Lincoln St.-Main St. Section on W. Marquam Street. This is an Off-System project.

The anticipated construction cost based on their bid is as follows:

Bid Items	$59,895.20
Railroad Protection Costs	2,400.00
Permanent Pavement Striping	200.00
Temporary Pavement Striping	200.00
Temporary Erosion Control	500.00
Walk & Driveway Adjustments	400.00
4-1/2% Contingencies	2,861.78
10% Engineering	6,359.52
ESTIMATED TOTAL COST	$72,816.50

City's Advance Deposit:

22% of $72,816.50 = $16,019.63, or say $16,000.00

As stated in the agreement the City's advance deposit for this project is to be made up by transferring the City of Mt. Angel's SCA funds to State Highway funds.

If this is your understanding and you approve, would you please sign at the bottom of this letter and forward to Mr. Phil Stearns, Region II Federal Aid Engineer, 205 E. Salem Highway Bldg., P. O. Box 14030, Salem, Oregon 97310, prior to Aug. 4, 1977.

Very truly yours,

Robert H. Prange

Robert H. Prange
Local Programs Manager

HR:dmc

APPROVED
CITY OF Mt. Angel

BY MAYOR Leonard N. Fisher

BY RECORDER D. Lee Layman

DATE July 15, 1977

8565

FORM 31.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 1, 1977

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
July 7, 1977 Bid Letting

TO: F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened July 7, 1977 on the following projects:

1. Bellfountain Road-Pacific Highway West
   FAS A508 (Greenberry Road), Benton County
   Grading and Paving

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Cottonwood Creek-Harney County Line
   John Day-Burns Highway, Grant County
   Paving

   Same as No. 1.

3. Collier State Park-Williamson River
   The Dalles-California Highway, Klamath County
   Paving

   Same as No. 1 except that 4-foot shoulders are provided.

4. Lincoln Street-Main Street (Mt. Angel)
   West Marquam Street, Marion County

   Same as No. 1 except that a 5-foot sidewalk exists.

5. East Portland State Police Headquarters
(Barlow School)
East Portland Freeway, Multnomah County
Paving, Grading and Landscaping

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Paving of parking and access only.

RPS:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8565

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OS-2401(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Marion

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: OS-23

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
6-15-77	6-15-77	Non Federal-aid	City Street

GENERAL LOCATION:

"Lincoln Street-Main Street (Mt. Angel)"

GENERAL DESCRIPTION OF WORK:

Grade, Drain, and Pave (Miles 0.25-Code 6201)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
- ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. R. Henry dated 6-6-77 that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-15-77	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5 & 5

Section Lincoln St. - Main St. (Mt. Angel) Programming Estimate $ _____

Highway City Street (W. Marquam St.) Project Length 0.25 mile

County Marion Completion Time 60 calendar workdays

Kind of Work Grading & Paving (Oct. 1, 1977)

Prefix 324-1996 FA Project No. 05-2401(1)

ROUTING SLIP

DATE: 6/6/77

DEPARTMENT OF TRANSPORTATION

DIRECTOR	FINANCE (DOT)	PROGRAM MANAGEMENT
CHIEF OF OPERATIONS	GENERAL FILES	PUBLIC AFFAIRS
ASSISTANT DIR FOR ADMIN	GENERAL SERVICES (DOT)	SAFETY
ASSISTANT DIR FOR PLANNING	INFORMATION SYSTEMS	TRANS POLICY & RESEARCH
CHIEF COUNSEL	LABOR RELATIONS	MAIL ROOM
COMMISSION SERVICES	LIBRARY	MASS TRANSIT DIVISION
COUNTY-CITY RELATIONS	PERSONNEL OPERATIONS	MOTOR VEHICLES DIVISION
EMPLOYEE DEVELOPMENT	PHOTOCOPY	COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RESEARCH (HWY)
DEPUTY STATE HWY ENGINEER	FHWA	RIGHT OF WAY
ASSIST STATE HWY ENGINEER	LANDSCAPE	ROAD DESIGN
METROPOLITAN ENGINEER	LOCATION	SIGN SHOP
ACCOUNTING (HIGHWAY)	MAINTENANCE	TRAFFIC ENGINEERING
BRIDGE DESIGN	MATERIALS	TRAVEL INFORMATION
CONSTRUCTION	PARKS AND RECREATION	UTILITIES
DATA PROCESSING	PERMITS & WEIGHMASTER	REGION NO 2
ENVIRONMENTAL	RADIO	DISTRICT NO.

ATTENTION Phil Stearns FROM: L.P. Unit

COMMENTS:

Please forward one copy to the city for their information

FORM 81-734-3100 (REV. 9-76) SP 35562-734

ISTRUCTION AUTHORIZATION

tract Amount $ 75,042.-

2400.-

200

200

500.-

$ 3700

Misc. Permit Fees _____

Const Walks & Driveway Adjustments 5400

$ 78,742.-

Contingencies (4-1/2%) 3543.39

Engineering (10 %) 7874.20

SUBTOTAL $

Credit for _____

Estimated Net Authorization, Construction $ 90,159.59

APPROVED

_____

Road Design Engineer

Section Lincoln St. - Main St. (Mt. Angel) Programming Estimate $ _____

Highway City Street (W Marquam St.) Project Length 0.25 mile

County Marion Completion Time 60 Calendar working days

Kind of Work Grading & Paving (Oct. 1, 1977)

Prefix 324-1996 FA Project No. 05-2401(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 75,042 -
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs	2400 -	
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	200	
Temporary Pavement Striping	200	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500 -	
State Furnished _____		
Install Water Meter		$ 3700 -
Furnish Water		
Laboratory Fees		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
Const. Walks & Driveway Adjustments	800	
	SUBTOTAL	$ 78,742 -
Contingencies (4-1/2%)		3543 39
Engineering (10 %)		7874 20
Credit for _____	SUBTOTAL	$
Estimated Net Authorization, Construction		$ 90,159 59

APPROVED

_____

Road Design Engineer

July 1

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 5-31-77

Section Lincoln St - Main St (Mt. Angel) County Marion

Kind Of Work Grading & Paving Length 0.25 Name Galloway

6-3-77 B

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (8%)		Lump Sum	All		5600-
2	Temporary Protection And Direction Of Traffic		Lump Sum	All		1000-
3	Temporary Signs		Sq. Ft.	82	6-	492-
4	Temporary Barricades		Each	7	70-	490-
5	Flagmen		Hour	80	16 50	1320-
	ROADWORK					
	Clearing And Grubbing		Lump Sum	All	—	500 00
	Removal Of Structures And Obstructions		Lump Sum	All	—	3,000 00
	General Excavation		Cu. Yd.	1270	5 00	6,350-
	Trench Excavation		Cu. Yd.	150	10 00	1,500-
	Granular Trench Backfill		Cu. Yd.	55	15 00	825-
	Coarse Aggregate Base		Ton	2150	7 20	15,480-
	3/4"-0 Aggregate Base		Ton	340	7 55	2,567-
	Class "B" or Class "C" Asphalt Concrete		Ton	760	23 00	17,480-
	8-inch Sewer Pipe		Lin. Ft.	130	8 25	1,072 50
	10-inch Sewer Pipe		Lin. Ft.	275	8 50	2,337 50
	12-inch Sewer Pipe		Lin. Ft.	70	9 25	647 50
	Bedding Material		Cu. Yd.	22	20 00	440-
	Concrete Inlets Type 1		Each	9	400 00	3600-
	Concrete Curbs		Lin. Ft.	1825	3 50	6387 50

July 1

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 5-31-77

Section Lincoln St - Main St. (Mt. Angel)
County Marion
Kind Of Work Grading And Paving
Length 0.25
Name Galloway

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra For Asphalt Approaches		Each	5	250.00	1250 -
	Adjusting Manholes		Each	2	150.00	300 -
	Adjusting Boxes		Each	5	75.00	375 -
	SIGNING					
	Removal of Existing Sign Installations		Lump Sum	All		350 -
	Wood Sign Posts		Lump Sum	All		650 -
	Type "O" And "T" Signs In Place		Sq. Ft.	28	8.50	238 -
	Type "EE" Signs In Place		Sq. Ft.	19	10 -	190 -
	Remove And Reinstall Existing Signs		Lump Sum	All		600 -
						$ 75,043

6744

8525

THE CITY OF MOUNT ANGEL

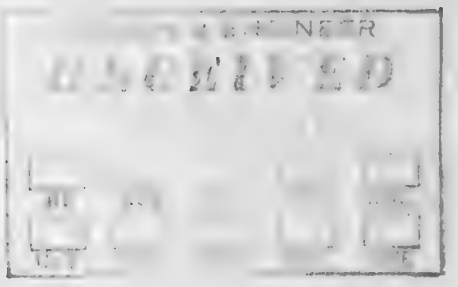
Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

May 4, 1977



Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Enclosed is a signed Supplemental Agreement for the Off-System Road Project OS-2401(1), between Westech Engineering, Inc. and the City of Mt. Angel.

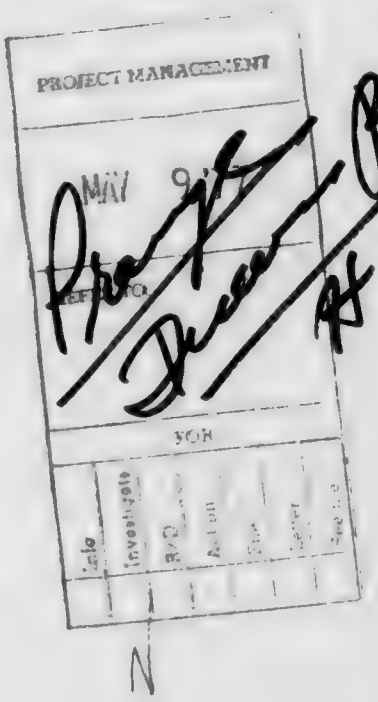
Sincerely,

V. Lee Layman
V. Lee Layman
City Administrator

sjt

Enc.

c.c. Dett Jones
Cliff Laux (4)
Art Brumett



SUPPLEMENTAL AGREEMENT

Westech Engineering, Inc.
3421 - 25th St. SE
Salem, Oregon 97302

Off-System Roads Project OS-2401(1)
City of Mt. Angel, Oregon
Lincoln St. - Main St. Section
(Mt. Angel) West Marquam St.
Item No. OS-23

Gentlemen:

The City of Mt. Angel, Ore. desires to supplement the agreement entered into with Westech Engineering, Inc. and executed on May 19, 1976 and identified as Agreement No. OS-23 .

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

The changes to the agreement are described as follows:

I

Section I, SCOPE OF WORK, is hereby changed as follows: Delete Construction Engineering Services from work to be performed by Consultant. City and Consultant hereby request OSHD to provide construction engineering services for project as outlined in Consultant's Agreement.

II

Section V, TIME OF BEGINNING AND COMPLETION, is amended to change the numbers of calendar/working days for completion of the work to read -0- calendar/working days.

III

Section VI, PAYMENT, shall be amended as follows: Delete Page 6 of Exhibit A of Consultant's Agreement. Delete $5930.00 of Consultant's fee for Construction Engineering Services as set forth in the attached Exhibit A, and by this reference made a part of this supplement.

The maximum amount payable under this agreement as supplemented inclusive of all fees and other costs is now $6937.72 . (Preliminary Engineering)

If you concur in this supplement and agree to the changes as stated above, please sign in the appropriate spaces below and return to this office for final action.

Sincerely,

The City of Mt. Angel, Oregon

V. Lee Layman

V. Lee Layman, City Administrator

Accepted:
Westech Engineering, Inc.

H. C. Ferris

H. C. Ferris, P.E.

EXHIBIT "A"

SUMMARY OF PAYMENTS

	Basic Agreement	Supplement #1	Total
Direct Salary Cost			
Payroll Additives			
Administrative Overhead			
Direct Non-salary Costs			
Profit			
Contingency			
Total (Including Testing)	$13,379.68	($6441.96)	$6937.72

SCA OFF SYSTEM

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Lincoln St.-Main St.
Highway: Mt. Angel City St.
County: Marion
Prefix: 324-1999
Res. Engr.

Date Feb. 18, 1977
Ten Year Traffic Coefficient 6.5
18 kip s.a. per day 16.5
R value 12
Frost Penetration - - - -
CBE Total Requirement 20.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Stage)	4.0
3.0"	A.C.W.S.	6.0
11.0"	A.B.	11.0
16.0"		21.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

8565

Westech Engineering, Inc.

CONSULTING ENGINEERS AND PLANNERS

PRINCIPALS
C. H. STEKETEE, P.E.
H. C. FERRIS, P.E.

3421 25th ST. S.E. ~~200 Lancaster Drive S.E.~~
SALEM, OREGON 97301

Telephone 585-2474

April 11, 1977

Region II
Hwy Plans

Mr. Ken Wolfe
Oregon State Highway Division
P.O. Box 30
Salem, Oregon 97310

Re: Marquam St. Project - City of Mt. Angel; J.O. 440

Dear Mr. Wolfe:

Enclosed as requested are 2 sets of plans and specifications for the referenced project. These have been revised in accordance with the comments made by OSHD at the September 22, 1976 design review session held in your office.

We recommend that the final review/approval of these documents be made at Mt. Angel City Hall during the last week of this month. This will give all concerned the opportunity to review the project on the ground if desired. This meeting has been scheduled for 4:00 P.M. on Tuesday, April 26.

Attached to this letter is our Engineer's estimate of construction costs, plus a summary of estimated overall project costs. The project should be completed well within budget.

Construction should start in late June or early July due anticipated wet subgrade areas, and should be completed prior to Octoberfest in Mid-September.

As mentioned, we have lost Ted Kuenzi who was proposed for inspector and OSHD certified for this purpose, due to project delays. We have not yet been able to locate an OSHD certified inspector for replacement. For this reason, we request that OSHD perform the construction engineering services if possible, which could be backed out of our engineering services contract on a mutually agreeable basis. We have discussed the possibility with the City Administrator, and he sees no difficulty in proceeding in this manner. Please consider this and advise.

Yours very truly,

WESTECH ENGINEERING, INC.

H. C. Ferris, P.E.

RECEIVED
APR 12 1977
RESIDENT ENGINEER

HCF:kr
Encl: Plans & Specs (2 sets)
CC: City of Mt. Angel w/ Plans & Specs (1 set)

8565

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-66)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Mt. Angel
P. O. Box 105
Mt. Angel, Oregon 97362
Attention of Mr. V. L. Layman
City Manager

Request No. (assigned by staff engineer or head of division) cc-1717

Date April 1, 1977

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to **agreements, letters and orders** by which payer authorized the service.)

Itemized Statement: Preliminary Engineering $2,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of Advance Deposit for Lincoln St.-Main St. Section on W. Marquam St in Mt. Angel. Covered by Agreement dated 7/30/75. Off-System Project No. OS-2401(1)	1,700.00	
		To Be Retained		$300.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $2,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 324-1999

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved: G. N. Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8565

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 3, 1977

FROM: W. H. Tebeau Bill
Assistant Location Engineer

SUBJECT: Status Report
Mt. Angel Area

TO: F. B. Klaboe
Chief of Operations

Two projects could be of concern to a delegation from Mt. Angel:

1. Woodburn-Mt. Angel Section
   Hillsboro-Silverton Highway
   Marion County

1389-S

Existing Roadway

- Two 10-foot lanes with two 6-foot gravel shoulders (1952)

Pudding River Bridge (1934)

23-foot roadway with - length, 533 feet

Field Survey Complete (1975)

Length	5.8 miles	
Grade and pave	$2,870,000	(32-foot paved roadway)
Structure	650,000	(Pudding R. Bridge)
Right of Way	60,000	
Est. Total	$3,580,000	(1976 Dollars)

Survey Cancelled February 1, 1977.

Traffic Volumes (1975)

East City Limits Woodburn	3,800
2½ Miles North of Mt. Angel	2,300
North City Limits Mt. Angel	3,000

Accident Rate (1975) (Statewide Rural Average, 2.32)

1975 - 3.17
1974 - 6.42
1973 - 4.03
1972 - 3.54
1971 - 6.53

Fatalities (1975) - 0

A map is attached for reference.

2. Marquam Street
City of Mt. Angel

The City requested (1974) that a segment of Marquam Street be considered for improvement with Special City Allotment Funds. Approved for 1975 Program. Mt. Angel's City Allotment share is $25,000.

Field survey was completed by private consultant and preliminary plans completed with a total construction cost estimate of $52,000. City was unable to contribute match monies which would have been $27,000.

The project was considered for cancellation, but was revised and extended with financing to be with Off-system monies. 22% City and 78% Federal dollars would yield an approximate $100,000 project with the City's share coming from their Special City Allotment money ($25,000).

This extended project involves a railroad crossing where signals would be desirable. Because of costs for the signals, stop signs were considered to be adequate for this crossing.

The revised survey by private consultant will be complete in a couple of weeks. A city map is included delineating the extent of the project. Assuming the consultant submits an acceptable design, this project should progress favorably.

Attachments
VAB:mc

8565

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
[redacted]
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

February 17, 1977

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem, OR 97310

1389-S

RE: PUX 1100 SXF 874

Dear Mr. Coulter:

Enclosed is a copy of Order No. 77-069 issued by the Public Utility Commissioner on February 2, 1977, relative to the above-subject matter.

Very truly yours,

JAMES A. REDDEN
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure
cc: C. T. Keasey
John Sheldrake
James E. Chidsey

RECEIVED
STATE HWY ENGR
FEB 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

Order No. 77-069
Crossing No. CC-731.70
DOT Crossing No. 759 834F

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 874

In the Matter of the Application of the City of Mt. Angel for the authority, pursuant to ORS 763.030, to alter a grade crossing of West Marquam Street and Southern Pacific Transportation Company, Woodburn-Springfield Branch, in the City of Mt. Angel, Marion County, Oregon.

ORDER

On September 13, 1976, the City of Mt. Angel duly filed an application with the Commissioner, seeking authority to alter an existing railroad-highway grade crossing of West Marquam Street with the single track and right-of-way of Southern Pacific Transportation Company, Woodburn-Springfield Branch, at Mt. Angel, Marion County, Oregon.

Applicant proposes to widen the existing 18-foot crossing to a width of 40 feet, to reduce the roadway gradient on each approach to the crossing and remove the rails and track material of an abandoned spur from the roadway. The applicant further proposes the installation of one additional railroad crossbuck and two "Stop Ahead" signs to supplement the existing signing at the crossing, consisting of a railroad crossbuck, two vehicle STOP signs and a single advance warning sign.

By letter dated September 23, 1976, Commissioner's staff suggested that additional protective signing be installed at the crossing, and that several changes be made in the proposals for allocations of cost and of responsibility for maintenance of the grade crossing. By letter dated December 8, 1976, Southern Pacific Transportation Company concurred with the proposed changes to the application. The City of Mt. Angel, by letter dated January 17, 1977, requested that its application be amended in accordance with the PUC staff proposals.

Copies of the application, amendment and all responses relative thereto were duly served upon the applicant, Southern Pacific Transportation Company, Marion County, Federal Highway Administration and Oregon Department of Transportation, Highway Division. No objection by any party has been made to the granting of the amended application.

Due consideration has been given to all representations in the application as amended and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the amended application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) Authority to alter the crossing as requested herein is granted.

(2) Applicant shall:

(a) Remove the abandoned spur track in the roadway and reconstruct that portion of the crossing lying outside lines drawn two feet outside each rail, to accommodate a roadway 40 feet in width, consisting of two 12 feet travel lanes, paved shoulders 8 feet wide on each side of the roadway and curbs, and bear all the cost thereof;

(b) Bear all the cost of reconstructing that portion of the crossing lying between lines drawn two feet outside each rail;

(c) Furnish, install and maintain standard advance warning signs and advance warning pavement markings at appropriate locations on the roadway approaches to the crossing and bear all the cost thereof;

(d) Furnish, install and maintain, each on its own post, two standard vehicle "STOP" signs, one on each side of the crossing and bear all the cost thereof;

(e) Furnish, install and maintain two standard "STOP AHEAD" signs, at appropriate locations (approximately 100 feet farther from the crossing than the advance warning signs) on the roadway approaches to the crossing and bear all the cost thereof;

(f) Establish posted "NO PARKING" zones at least 100 feet in length, in advance of the vehicle stop signs on each approach to the crossing;

(g) Maintain that part of the crossing area lying outside lines drawn two feet outside each rail at the crossing and bear all the cost thereof; and

(h) Notify the Commissioner upon completion of its portion of the project.

(3) Southern Pacific Transportation Company shall:

(a) Subject to reimbursement, construct that portion of the crossing lying between lines drawn two feet outside each rail at the crossing;

(b) Furnish, install and maintain two Commissioner's Standard No. 1R reflectorized crossbucks at the crossing and bear all the cost thereof;

(c) Maintain that portion of the crossing area lying between lines drawn two feet outside each rail and bear all the cost thereof; and

(d) Notify the Commissioner upon completion of its portion of the project.

Made, entered and effective February 2, 1977.

PUBLIC UTILITY COMMISSIONER OF OREGON

CHARLES DAVIS
Public Utility Commissioner

1977 Lincoln St. - Main St. (Mt. Angel) Sec. of W. Marquam St. (Grading & Pav) #1

8565

C+A 5205 2-11-76
C+A 5560 2-11-76

85.5

OSR, Mt Angel

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit 12-8-76

RECEIVED
DEC 15 1976
REGION 2 ENGINEER
RECEIVED
NOV 01 1976

Subject: Federal Aid Project No. OS-2401(1)
Project Name Lincoln St.-Main St. Section
on West Marquam St. (Mt. Angel)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

PERMIT FOR WORK ON STATE R.O.W. APPLIED FOR.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at MT. ANGEL, Oregon, this ____ day of DEC. 8, 1976

City of Mt. Angel

× Shirley Hurkert
Mayor

× D. Lee Layman
City Recorder

C.C. John Oaks
R.E. Swan
Jim Chidsey
C.T. Keasey

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

9565

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 Highway Building

October 4, 1976

NOTED
H. S. COULTER

Mr. Donald Still
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

1384-S

RE: PUX 1100 SXF 874

In the matter of the application of the City of Mt. Angel, for the authority, pursuant to ORS 763.030, to alter a grade crossing of West Marquam Street and Southern Pacific Transportation Company, Woodburn-Springfield Branch, in the City of Mt. Angel, Marion County, Oregon.

Dear Mr. Still:

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with the application filed in the above-entitled matter. The city street is not under the jurisdiction of the Highway Division.

Subsequent advice on the further proceedings relative to this matter will be appreciated.

Very truly yours,

LEE JOHNSON
Attorney General
ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

RECEIVED
STATE HWY ENG
OCT 4 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JLS:sjb
cc: ~~H.~~ S. Coulter
C. T. Keasey
James E. Chidsey
C. O. Fredrickson
John Wiley Gould, SPTC
J. W. Ferguson, SPTC
John Anderson, Marion County
G. L. Green, Federal Highway Administration
Hon. Joseph J. Berchtold, Mayor of Mt. Angel

NOTED
R. L. SCHROEDER

RECEIVED
OCT 6 1976
Office of

8565

DEPARTMENT OF TRANSPORTATION

ROBERT W STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 15, 1976

TO: Glen L. Green
Division Administrator
FHWA

Attn: Glen Gray
Financial Manager

by Mainor C. Holmes
FROM: for G. N. Hopkins
Local Government Programs Engineer

1389-S

RE: Addendum to Consultant Agreement
Off-System Road Program
West Marquam Street
City of Mt. Angel

Attached are two copies of a contract change order allowing an extension of time to complete the design for the Off-System Roads project in Mt. Angel.

The City and the Consultant are in agreement, and the change is acceptable to the Oregon State Highway Division.

If you concur, please endorse one copy and return to this office.

MCH:dp

cc: E. S. Hunter
Phil Stearns

RECEIVED
STATE HWY ENGR
SEP 15 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Noted GRK

Project OS-2401(1)
Consultants Agreement

CONTRACT CHANGE ORDER

ORDER NO. 1
DATE Aug. 12/76
STATE Oregon
COUNTY Marion

CONTRACT FOR Engineering; Lincoln St.-Main St. Section (Mt.Angel) West Marquam St.

OWNER City of Mt. Angel, Oregon

To Westech Engineering, Inc. (Contractor)

You are hereby requested to comply with the following changes from the contract plans and specifications:

Description of Changes (Supplemental Plans and Specifications Attached)	DECREASE in Contract Price	INCREASE in Contract Price
Extend Contract Time	$ -0-	$ -0-
TOTALS	$ -0-	-0-
NET CHANGE IN CONTRACT PRICE	$ -0-	-0-

4 copies to Phil Stevens 9/8/76

JUSTIFICATION: Delays in progress of work occasioned by belated contract award, problems encountered in resolving railroad grade crossing requirements, and general difficulty in obtaining timely and firm decisions on matters affecting preliminary engineering design.

The amount of the Contract will be (Decreased) (Increased) By The Sum Of: _____

_____ Dollars ($ -0-).

The Contract Total Including this and previous Change Orders Will Be: Unchanged

_____ Dollars ($ _____).

The Contract Period Provided for Completion Will Be (Increased) (~~Decreased~~) (Unchanged): 45 Days

This document will become a supplement to the contract and all provisions will apply hereto.

Requested	City of Mt. Angel [signature] mayor (Owner)	Aug. 16 1976 (Date)
Recommended	Westech Engr. Inc. [signature] (Owner's Architect/Engineer)	Aug. 12, 1976 (Date)
Accepted	OSHD [signature] Acting Asst St. Hwy Engr (Contractor)	September 7, 1976 (Date)
Approved	FHWA [signature] Dist. Engr. for Division Admin.	SEP 16 1976 (Date)

8565

1389-S

September 9, 1976

The Honorable Anthony Meeker
State Senator
110 Rosedale
Amity, OR 97101

Dear Senator Meeker:

The questions raised in Mayor Joseph J. Berchtold's August 16 letter appear to be largely a result of poor communications between the Highway Division and City officials. So far as we can determine, the City of Mount Angel's share of the project (which appears to be of primary concern to them) will involve no expenditure of money on their part unless the project cost exceeds $103,000. They are using a $25,000 Special City Allotment Grant to match the federal funds which have been programmed for the project.

The matter of the traffic arms at the railroad crossing has been discussed with the Public Utilities Commissioner and railroad personnel by our Utilities Liaison Engineer; none of these parties believe an activated signal is warranted at this location. Stop signs and railroad crossbucks with appropriate warning signing should be sufficient.

Design criteria for projects of this type are taken from a publication of the American Association of State Highway and Transportation Officials titled "Geometric Design Guide for Local Roads and Streets." These are national standards and although they are not as extensive as those used on the highway system, they are acceptable to the FHWA for use on federal-aid projects.

Any project which the Highway Division lets for contract must have defined limits in order to provide potential bidders with an area to consider in the formulation of their bids. The work area for the project may be made somewhat longer than the project limits. If this is done, the contract limits can be extended within the work area if the bids are low, and shortened if the bids are high, in order to stay within the allowable funding. It would be exceedingly difficult to expect the contractor to bid on anything but well-defined finite work.

I hope this answers any questions you or the Mayor may have regarding this project. If there are further problems, I suggest the Mayor contact Phil Stearns, the Federal Aid Engineer at our Region 2 office in Salem (378-2626). Mr. Stearns will be happy to work with him or the consulting engineer to keep the job moving as smoothly as possible.

Thank you for bringing this matter to my attention.

Sincerely,

H. S. Coulter
State Highway Engineer

COF:elf ia

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. O. Fredrickson

HOME ADDRESS
ANTHONY "TONY" MEEKER
110 ROSEDALE
AMITY, OREGON 97101

YAMHILL, MARION, CLACKAMAS COUNTIES
LEGISLATIVE LEADER
1ST CONGRESSIONAL DISTRICT
DISTRICT 15

Sen Tony Meeker
Box 326
Amity, Oregon 97101

OREGON STATE SENATE
SALEM, OREGON
97310

COMMITTEES
MEMBER:
LABOR
LOCAL GOVERNMENT AND ELECTIONS
WAYS AND MEANS

PAST COMMITTEES
CHAIRMAN:
HOUSE HEALTH EDUCATION AND WELFARE
ADVISORY COMMITTEE TO STATE LAND BOARD
MEMBER:
AGRICULTURE AND NATURAL RESOURCES
REVENUE
LEGISLATIVE COUNSEL
RULES

August 27, 1976

NOTED
H. S. COULTER

Mr. Fred Klabo
Department of Transportation
Highway Building
State Capitol
Salem, Oregon 97310

Dear Fred:

Attached please find a letter from the Mayor of The City of Mount Angel. The letter describes an unresolved problem regarding the Marquam Street project in that city. The Mayor's suggested solution seems reasonable and would be the least expensive. In addition, the amout of money they have available would go farther.

I would appreciate your advice on how to proceed to facilitate the recommendation outlined by Mayor Berchtold. Thank you for assisting in this matter.

Your truly,

Tony

Tony Meeker
State Senator

RECEIVED
STATE HWY ENGR
AUG 30 '76
REFER TO
Schroeder
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
AUG 31 1976
Office of Assistant State Highway Engineer

RECEIVED
DOT OPERATIONS
AUG 30 '76
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
R. L. SCHROEDER

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

August 16, 1976

Anthony Meeker
110 Rosdale
Amity, Oregon 97101

Dear Tony:

Thanks for taking the time to meet with us the other day. It was greatly appreciated.

Per our discussion of the Marquam Street project the items that we are most concerned with and which we have not been able to fully resolve to date are:

1. We do not feel that traffic arms at the railroad crossing are necessary.

2. For the type of street and amount of traffic we feel that our local city and county road standards would be adequate, rather than using the state standards.

3. The Highway Department is also requesting a definite distance on the project. In the event bids are over the allocated amount we would be committed to this amount, even though we do not have the money, if the bids were below the allocated amount we would lose the balance. Our feeling and that of our engineer for the project is that we should bid a lesser distance, with a provision for unit prices on any further work. Thus if the bids come in lower for the project we could then extend its length to use the entire amount.

To date we have been working with the following people and seem unable to resolve some of these issues: Mr. Chidsey and Ken Wolfe, highway engineers, Don Still of the P.U.C. and William Harding, Southern Pacific Railroad.

Thank you for your interest and cooperation in this matter. I am,

Sincerely yours,

Joseph J. Berchtold
Mayor

sjt

8565

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

DATE: September 7, 1976

FROM: George W. Hopkins
Program Development Engineer

SUBJECT: Addendum to Consultant's Agreement
West Marquam Street
City of Mt. Angel

Attached are four copies of a contract change order allowing an extension of time to complete the design for the Off-System Roads project in Mt. Angel.

The Region office and the city recommend approval.

Please sign all four copies and return to Program Management for processing through FHWA approval.

GNH/MCH:sch

Attachment

Signed Returned 9-9-76

RECEIVED STATE HWY ENG
SEP 7'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1367

Project OS-2401(1)
Consultants Agreement

CONTRACT CHANGE ORDER

ORDER NO. 1
DATE Aug. 12/76
STATE Oregon
COUNTY Marion

CONTRACT FOR Engineering; Lincoln St.-Main St. Section (Mt.Angel) West Marquam St.

OWNER City of Mt. Angel, Oregon

To Westech Engineering, Inc. (Contractor)

You are hereby requested to comply with the following changes from the contract plans and specifications:

Description of Changes (Supplemental Plans and Specifications Attached)	DECREASE in Contract Price	INCREASE in Contract Price
Extend Contract Time	$ -0-	$ -0-
TOTALS	$ -0-	-0-
NET CHANGE IN CONTRACT PRICE	$ -0-	-0-

JUSTIFICATION: Delays in progress of work occasioned by belated contract award, problems encountered in resolving railroad grade crossing requirements, and general difficulty in obtaining timely and firm decisions on matters affecting preliminary engineering design.

The amount of the Contract will be (Decreased) (Increased) By The Sum Of: _____

_____ Dollars ($ -0-).

The Contract Total Including this and previous Change Orders Will Be: Unchanged

_____ Dollars ($ _____).

The Contract Period Provided for Completion Will Be (Increased) (~~Decreased~~) (~~Unchanged~~): 45 Days

This document will become a supplement to the contract and all provisions will apply hereto.

Requested City of Mt. Angel Jas B. Stites mayor (Owner) — Aug 16-1976 (Date)

Recommended Westech Engr. Inc. (Owner's Architect/Engineer) — Aug. 12, 1976 (Date)

Accepted OSHD E-J Keasey Acting Asst St. Hwy Engr (Contractor) — September 7, 1976 (Date)

Approved FHWA — _____ (Date)

8565

Mt. Angel

Salem, Oregon
September 1, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Lincoln St.-Main St. (Mt. Angel)
City Street (W. Marquam St.)
Marion County

Phil Stearns
Region 5 Federal Aid Engineer
2

We have reviewed the plans for the subject project and have the following comments:

1. Some of the lettering is too small to be easily read on the full size sheets. When this is reduced to half size it is extremely hard to read. Enclosed is a half size reduction which illustrates our concern. A half size made from the original tracings will be clearer, but still difficult to read.

2. There is an excess of detail on the plan and profile sheet. In some cases duplication which is not needed. The use of "piece markings" will eliminate many repititions, notes and make the drawings less cluttered and easier to follow.

3. Detour signing is indicated to be included in the contract, but no plan was included for review.

4. Detail Sheet--

   a. Should be re-numbered to be Sheet 2.

   b. Base design should be checked with Clarence Gregg of Location.

   c. Aggregate leveling course should be eliminated and 5-1/2" of aggregate base called for.

   d. Excavation pay limit should be shown to the top of the lime treated subgrade, not the bottom.

   e. Question need for compound radius on curbs.

   f. Standard P.C.C. curb and surfacing detail could be incorporated into typical roadway section. Can be left as is.

   g. "Stop Ahead" sign should be 30"x30" which is minimum size shown in "Standard Highway Signs" 1972 edition, and as specified in 1971 edition of "The Manual on Uniform Traffic Control Devices".

Dwayne
Plans went to
Phil Stearns F.W.

/ Versteeg
Olson
Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
SEP 02 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

h. See Drawing for letter heights and background and legend colors.

i. Are additional stop signs needed SBd on Monroe and both directions on John Street? Are existing "Stop" signs of current red and white?

5. Grading sheet--

a. Should be Sheet 3.

b. The following symbols are not correct: pipe, curbs, adjust manholes.

c. Add sidewalk ramps. Required by law.

d. Pipe data note required to indicate class of pipe, etc.

e. If signing details were shown on a separate sheet it would clean up details on this drawing.

f. Beginning and end stationing of project not shown.

Attached is full size set of plans on which we have noted examples of the types of things we have commented on above. Aslo attached is a set of plans for the S.W. 6th Avenue and Dehaven Street (Milton-Freewater) Section, which was a consultant prepared project. This may help in getting across the things which we feel will improve the contract plans and result in a better project.

Please review these items with the consultant and contact us if further assistance is needed.

DOC:az
cc: F. E. Terpin
Lyle K. Watson

8565

Statesman, Salem
8-25-76

Transit body oks budget

The Oregon Transportation Commission approved its $449,494,390 1977-79 budget Tuesday.

The proposed budget, which still must be passed by the 1977 legislature, includes $394.4 million for the State Highway Division, or 88 per cent of the entire transportation budget for Oregon.

More than half of the highway money will come from the federal government — $200 million.

The budget also includes $27 million for the Motor Vehicles Division, $6.9 million for the Mass Transit Division and $2.1 million for the Aeronautics Division.

The Transporation Department will ask for $6 million from state's general fund. The remainder of its budget, $241 million, is expected from other funds, including gasoline taxes, weight-mile taxes and other fees.

Also approved by the commission.

- Construction of a bikeway on Verda Lane in Salem at a cost of $35,000-$30,100 from federal funds and $2,450 from the state.
- $60,000 for replacing pier protection at the Yaquina Bay Bridge in Newport as part of the department's six-year construction program.

News, Mt. Angel
8-12-76

Highway standards may shorten Marquam Street project

"The Marquam Street project may go only halfway because of overly strict state construction specifications," said Mt. Angel city administrator Lee Layman, who met with state highway department representatives last week

At a meeting held in August state officials seemed determined to require state freeway standards where less stringent county road requirements could suffice according to Layman. The lower standards could still produce a street that would "last longer than you or I will need it," and it would still allow Mt Angel to stretch it's construction dollar, he said. "It looks as though they (state officials) are not going to accept city - county standards," says Layman, admitting that he feels provoked by the inflexibility of the state highway officials. By using county road standards, Layman feels that the $100,000 allotted for the project could stretch all the way to Lincoln Street It would then cover the 1,350 foot length of road originally proposed when federal funds were first applied for over a year ago.

If "freeway standards" must be followed, he says the project may run short of funds at Railroad Avenue, just over half of the distance originally desired.

Before work can begin, the plans must meet with the approval of state officials explained Layman, because state and federal monies are to be used in funding the project

The reconditioning of that portion of Marquam Street which runs west of Mt Angel from Main will be paid for with 78% federal funds and 22% by the city The City of Mt. Angel received $25,000 from the state two years ago for the project

Public utilities commissioners were also present at last weeks meeting in Salem to discuss the railroad tracks which run through the Marquam project A signal system, which could have cost the city over $40,000 may not be needed if parking is prohibited within 130 to 150 feet on either side of the crossing.

In phone call from PUC officials Tuesday, Layman was informed that the signal system may still be required

It is still uncertain how much of Marquam Street the city will be able to rebuild "We aren't going to make these dollars reach as far as we want," states the city administrator "We reached out for the money and darned if they didn't step on our hand"

Democrat-Herald
Albany 8-10-76

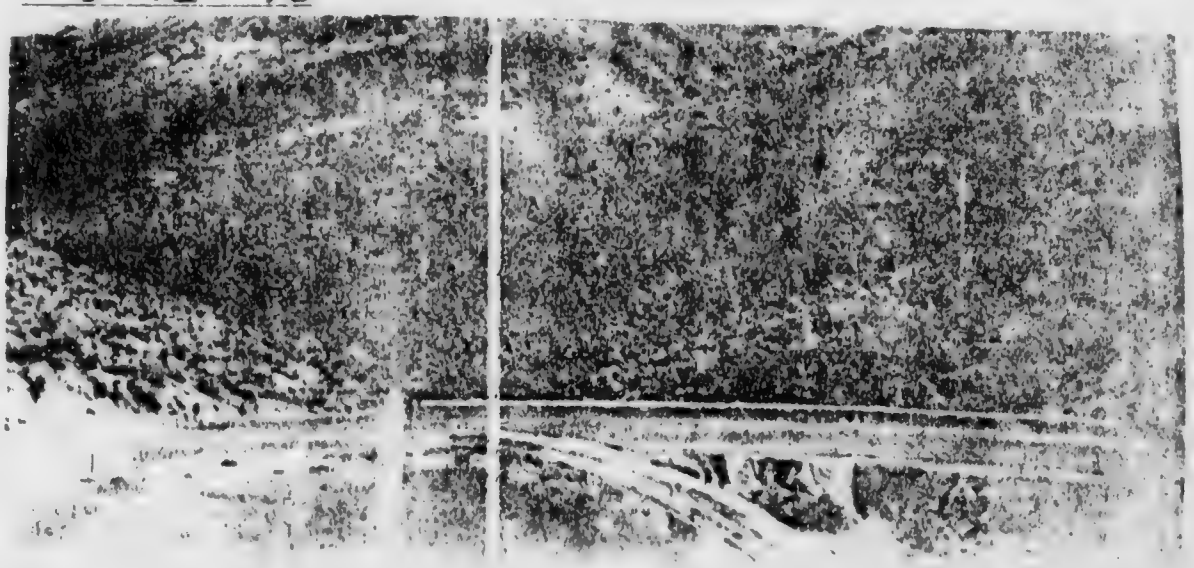
State to pay part of cost for paving

The Oregon Highway Division is finally ready to pick up a share of the cost of improving Knox Butte Road in the Drapervile area.

The state has set Aug. 26 to open bids on a final layer of paving for the section of road improved by the county last fall

The entire resurfacing project would have been eligible for 90 per cent federal matching money under the federal Highway Safety Act, but bureaucratic red tape delayed the program so long

Blue Mt. Eagle, John Day
8-12-76



8565

P

Form A-65—3M—4-68

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Administrator & State Hwy. Engr
Oregon State Highway Division
State Highway Bldg.
Salem, OR 97310

This Space for Use of Accounting Division

Date July 26, 1976

Invoice No.

P. O. No.

Transfer SCA funds to State Highway funds as matching funds for the Lincoln Street-Main Street Section on West Marquam Street, in the City of Mt. Angel

Off-System Roads Project
OS-2401(1)

Lump Sum $2,000.00

P.E. Prefix 324-1999

Gary N Hopkins

G. N. Hopkins, Program Development Engr.

8515

Form 81-734-3030

MT Angel
OS-2401(1)

OFF SYSTEM

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Lincoln St.-Main St. (Mt. Angel) Date 7-6- , 19 76

Highway City Street (W. Marquam) Authorization No. 1

County Marion Survey Prefix 324-1799
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is at the intersection of Lincoln St. and W. Marquam St.
The easterly terminus is at the intersection of Main St. and W. Marquam St.
Total project length is approximately 0.25 mile.

cc-1717

Note: this prefix supercedes 324-1472 which has been cancelled.

Purpose of survey:

To prepare plans, specifications and cost estimate to upgrade the existing roadway by widening it and constructing curbs. The preliminary engineering is to be done by consultants with periodic review by the Highway Division.

Estimate of cost:

Field	901	300
Consultant	904	~~3,560~~ 6560
Plans	905	500
Soils	910	1,500
Traffic	911	100
Utility	914	100
Proj. Mgt	920	40
Specifications	921	300
Environmental	923	100

OS-2401(1)
6/11/76

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ ~~6,000~~ 9000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

James E. Chaney
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Pepin
Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

OFFICE ENGINEERING SECTION
F. E. APPR. 6-11-76
FED. AID OS STATE

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1565

LETTER OF APPROVAL [illegible]/OR AUTHORIZATION

6-11-76

FEDERAL AID PROJECT NO.: [illegible]2401(1)

ST[illegible] PROJECT NO.: Lincoln St-Main St Sect.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: OS-23

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
JUN 22 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
6/11/76	6/11/76	Non-Federal-aid
		STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

City Street - West Marquam Street (Mt. Angel)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering - Grade, drain, and high-type pavement
(Miles 0.25 Code 6201)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $7,900, Federal funds $6,162.

☒ OTHER (Specify)
Program approval.
(TEC $100,000, Federal funds $78,000)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 6/4/76 letter I approve the subject project for inclusion in the Federal-aid program.

I also concur in the approval of the consultant agreement with Westech Engineering, Inc.

As requested in Mr. Rulien's 6/4/76 letter you are authorized to proceed with the actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $92,100, Federal funds $71,838 in accordance with the procedures of your approvee Secondary Road Plan.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/11/76	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-688

SUPPLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

June 4, 1976

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (19) (20)	City St, W Marquam St. (Mt. Angel) 21 68	ADT	DHV 90 950	1,200 (66) (70)	96 (71) (72)	10	Oregon

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
CARD 3	PE, Gr, Dr, H.T. Pave 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	OS- 14 28	2401 7

	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD 4	(Section 219) Off-System Roads	Marion	
	NAME OF URBAN AREA 17-31 ---	ROUTE NO.	FEDERAL-AID Non (32) STATE City St. (36) (37) U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5		4			PE			0.25	7,900	6,162	-	1,738
5					ROW						-	
5					CONST (CODE) 6201		"Lincoln St.-Main St. (Mt. Angel) Section"	0.25	92,100	71,838	-	20,262
							PROJECT TOTALS	0.25	100,000	78,000	-	22,000

(15) (23) (24) (33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

JUN 11 1976

FHWA OREGON DIVISION

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

June 4, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St, W Marquam St. (Mt. Angel)	ADT	DHV 90 950	1,200	96	10	Oregon	41	627	23

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
T. Pave								OS-	2401	(1)		

LIMITS	COUNTY NAME	CODE	PROGRAM STAGE
(Section 219) Off-System Roads	Marion	047	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
---	Non	City St.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"Lincoln St.-Main St. (Mt. Angel) Section"	0.25	7,900	6,162	-	1,738	PE All Phases incl. PE by Utility and RR forces. GR, DR, PAVE. 40' curbed section with 5' sidewalk each side. Utility & RR Adjustments required.
ROW						-		
CONST (CODE) 6201			0.25	92,100	71,838	- -	20,262	ROW-60' maximum; Access Control-none; Parking Restrictions-none.
		PROJECT TOTALS	0.25	100,000	78,000	-	22,000	

APPROVAL DATES

JUN 11 1976

REMARKS

-OVER-

LINCOLN STREET-MAIN STREET (MT. ANGEL) SECTION
PROJECT NO. OS-2401(1)

Existing Facility: 18-ft oil mat surface with variable 2' to 10' gravel shoulders.

Adjacent Sections:
E. End - - - Jct. with State Route 214.
W. End - - - 18-ft oil mat surface with 10' gravel shoulders.

Project Data: Work under this project consists of the following:
(1) Preliminary engineering all phases including PE by Utility and Railroad forces.
(2) Grade, drain, high-type pavement, curbs and sidewalks to provide a 40-ft curbed roadway section for two 12-ft travel lanes with 8-ft parking each side.

Note: Preliminary and construction engineering will be performed by the Consultant Engineering firm of Westech Engineering, Inc. withreview and contracting by State forces.

Exceptions to Minimum Design Standards: None

Additional Right-of-Way: None required.

System Action, Airports, Water Developments, Historical and Recreational Areas: None required.

Railroad Data: Crossing No. CC 731.70
Name of Railroad - - - - - - - - - - - Southern Pacific Transportation Company
No. of Tracks - - - - - - - - - - - - one (mainline)
No. of Trains - - - - - - - - - - - - three per day
No. of Hi-Speed Trains - - - - - - - none
Present Protection - - - - - - - - - Stop signs & Cross-bucks
Proposed Protection - - - - - - - - no change
Railroad Benefits - - - - - - - - - none

FHPM 7-7-2 Requirements: Non major Action project concurred in by FHWA on December 17, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design - - Not a factor in the d this project.

Route Data: Local City Street

Note: This project is in Congressional District No

.COLN STREET-MAIN STREET (MT. ANGEL) SECTION
PROJECT NO. OS-2401(1)

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rade, drain, high-type pavement, curbs and sidewalks o provide a 40-ft curbed roadway section for two 12-ft ravel lanes with 8-ft parking each side.

liminary and construction engineering will be performed sultant Engineering firm of Westech Engineering, Inc. and contracting by State forces.

to Minimum Design Standards: None

Right-of-Way: None required.

ion, Airports, Water Developments, Historical and Rec-Areas: None required.

ata: Crossing No. CC 731.70
f Railroad - - - - - - - - - - - Southern Pacific Transportation Company
Tracks - - - - - - - - - - - - one (mainline)
Trains - - - - - - - - - - - - three per day
Hi-Speed Trains - - - - - - - none
t Protection - - - - - - - - - Stop signs & Cross-bucks
ed Protection - - - - - - - - no change
ad Benefits - - - - - - - - - none

Requirements: Non major Action project concurred in December 17, 1975.

Requirements: Exempt from State Clearinghouse and Clearinghouse A-95 review under working agreements.

Requirements:
ublic Hearings - - None required under Oregon Action lan (Category 3 Project)

(b) Location/Design - - Not a factor in the development of this project.

Route Data: Local City Street

Note: This project is in Congressional District No. 2.

8565

~~PRO 6-2~~

June 4, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-2401(1)

We are submitting program data for one project, Item No. 23, Project No. OS-2401(1), "Lincoln Street-Main Street (Mt. Angel) Section", which we desire to have included in the Off-System Roads Program under Section 219 of Title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $7,900 with an obligation of $6,162 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $92,100 with an obligation of $71,838 in federal funds.

Enclosed for your files is one copy of the Consultant engineering agreement between the City of Mt. Angel and Westech Engineering Inc., Consulting Engineers.

CL:ra

cc: C. O. Fredrickson (Region 2)

TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

June 4, 1976

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (19) (20)	City St, W Marquam St. (Mt. Angel) 21 68	ADT	DHV 90 950	1,200 (66) (70)	96 (71) (72)	10	Oregon

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
CARD 3	PE, Gr, Dr, H.T. Pave 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	OS- 14 28	2401 7

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	(Section 219) Off-System Roads	Marion
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. / FEDERAL-AID Non (32) / STATE City St. (36) (37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.25	7,900	6,162	-	1,738
5					ROW						-	
5					CONST (CODE) 6201		"Lincoln St.-Main St. (Mt. Angel) Section"	0.25	92,100	71,838	-	20,262
								0.25	100,000	78,000	-	22,000

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1		
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (33) REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

June 4, 1976

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
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. Pave								OS-	2401	(1)		

S	COUNTY NAME	CODE	PROGRAM STAGE
(Section 219) Off-System Roads	Marion	047	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
---	Non	City St.	--

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
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OW						-		
ONST (CODE) 6201		"Lincoln St.-Main St. (Mt. Angel) Section"	0.25	92,100	71,838	-	20,262	ROW-60' maximum; Access Control-none; Parking Restrictions-none.
		PROJECT TOTALS	0.25	100,000	78,000	-	22,000	

PROVAL DATES

REMARKS

-OVER-

LINCOLN STREET-MAIN STREET (MT. ANGEL) SECTION
PROJECT NO. OS-2401(1)

Existing Facility: 18-ft oil mat surface with variable 2' to 10' gravel shoulders.

Adjacent Sections:
E. End - - - Jct. with State Route 214.
W. End - - - 18-ft oil mat surface with 10' gravel shoulders.

Project Data: Work under this project consists of the following:
(1) Preliminary engineering all phases including PE by Utility and Railroad forces.
(2) Grade, drain, high-type pavement, curbs and sidewalks to provide a 40-ft curbed roadway section for two 12-ft travel lanes with 8-ft parking each side.

Note: Preliminary and construction engineering will be performed by the Consultant Engineering firm of Westech Engineering, Inc. withreview and contracting by State forces.

Exceptions to Minimum Design Standards: None

Additional Right-of-Way: None required.

System Action, Airports, Water Developments, Historical and Recreational Areas: None required.

Railroad Data: Crossing No. CC 731.70

Name of Railroad	Southern Pacific Transportation Company
No. of Tracks	one (mainline)
No. of Trains	three per day
No. of Hi-Speed Trains	none
Present Protection	Stop signs & Cross-bucks
Proposed Protection	no change
Railroad Benefits	none

FHPM 7-7-2 Requirements: Non major Action project concurred in by FHWA on December 17, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - None required under Oregon Action Plan (Category 3 Project)
(b) Location/Design - - Not a factor in the this project.

Route Data: Local City Street

Note: This project is in Congressional District N

NCOLN STREET-MAIN STREET (MT. ANGEL) SECTION
PROJECT NO. OS-2401(1)

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minary and construction engineering will be performed ltant Engineering firm of Westech Engineering, Inc. nd contracting by State forces.

o Minimum Design Standards: None

ght-of-Way: None required.

, Airports, Water Developments, Historical and Rec-as: None required.

: Crossing No. CC 731.70
ailroad - - - - - - - - - - - Southern Pacific Transportation Company
acks - - - - - - - - - - - - one (mainline)
ains - - - - - - - - - - - - three per day
-Speed Trains - - - - - - - - none
rotection - - - - - - - - - - Stop signs & Cross-bucks
Protection - - - - - - - - - no change
Benefits - - - - - - - - - - none

quirements: Non major Action project concurred in cember 17, 1975.

quirements: Exempt from State Clearinghouse and aringhouse A-95 review under working agreements.

uirements:
c Hearings - - None required under Oregon Action (Category 3 Project)

(b) Location/Design - - Not a factor in the development of this project.

Route Data: Local City Street

Note: This project is in Congressional District No. 2.

1565

Rev. 10/29/75

Mount Angel OSR

~~COUNTY ROAD TRAFFIC~~ PROJECT REQUEST

03-2401(1)

5-27-76

Name of ~~County~~ City Mount Angel ~~FAS No.~~ _____ Date _____

County Road Name West Marquam Street

Section Name Lincoln St – Main Street. Approx 1300 feet

Type of Project Grade, pave, curb and RR crossing

Location of Project (Attach sketch map) _____

ADT 950 Design Speed _____

Is this request for county bridge design only? Yes _____ No _____

county FAS bridge design? Yes _____ No _____

Will County hire consultant for this project? Yes _____ No _____

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type 2-12' AC
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 24'

2. Shoulders: Type 8' AC shoulders
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 8' Total Top Width 40'

3. Grading and Drainage:
By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract X
Has base design been given to County? Yes _____ No _____
Will it be furnished? Yes _____ No _____

Sent 2 copies of Consultant agreement

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface and Shoulders:
By County _____ County Date of Completion _____ By Contract X

8. Clearing:
By County _____ County Date of Completion _____ By Contract X

9. Curbs:
Curbs Required? Yes X No _____
Type Desired to be determined
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs 40'

Costs

	Total	Federal	City
PE Consultant	6,500	5,070	1430
State	1400	1,092	308
Construction	92,100	71,838	20,262

App'd by DOT
7/30/75

To Swan
5/27/76

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes__X__ No_____
If answer is No, which of the following applies? 5' both sides
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____ No_____
What type of separation from roadway will be used?_____
_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____ No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____ No_____

12. Will replacement be by: County_____ Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will ~~County~~ city do striping? Yes__X__ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes__X__ No_____

23. Can through traffic be detoured? Yes__X__ No_____

24. Must new detour be constructed? Yes_____ No__X__

25. Will detour be constructed and maintained by County? Yes X No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction? Yes X No_____

28. Will Contractor sign project outside work area during construction? Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain_____

33. Existing facility - Total top width up to 35'
Travelway width and surface 18' oil mat, _____
Shoulder width and surface 2'-10' gravel, _____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3a. Dimensions of existing bridge. Length_____ Roadway Width_____ Type_____
b. Dimensions of existing approaches. Type_____ Width_____ Shoulders_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No_____
Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
_____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
Explain_____
_____
_____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County: Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction? Yes_____ No_____

17. Will Contractor sign project outside work area during construction? Yes_____ No_____

18. Approaches or Connections: By County? Yes_____ No_____
By Contractor? Yes_____ No_____
Traveled surface: Type_____ Width_____
Shoulder surface: Type_____ Width_____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No_____

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County_____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes_____ No_____ Size_____
Company_____
b. Sanitary sewer mains: Yes_____ No_____ Size_____
Company_____
c. Storm sewer: Yes_____ No_____ Size_____
Company_____
d. Gas mains: Yes_____ No_____ Size_____
Company_____
e. Power lines: Yes_____ No_____ Size_____
Company_____
f. Telephone lines: Yes_____ No_____ Size_____
Company_____
g. Other Utilities:_____
_____

24. Does County wish provisions made for future utility attachment to structure? Yes_____ No_____

25. Does County wish lightpost bases and conduit installed? Yes_____ No_____

26. Does County wish complete job of illumination in project? Yes_____ No_____

27. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width _____, _____

Shoulder surface and width _____, _____

S or W Side - Travelway surface and width _____, _____

Shoulder surface and width _____, _____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State? Yes_____ No_____

By Consultant? Yes__X__ No_____

By County? Yes_____ No_____

(NOTE: a. If project is cancelled, County must pay for survey.
b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No__X__

3. Construction plans and specifications to be prepared:

By State? Yes_____ No_____

By Consultant? Yes__X__ No_____

By County? Yes_____ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__X__

(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: _____

_____

_____

_____

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60 Minimum _____

2. Is any additional right of way needed? Yes _____ No X
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes _____ No _____

4. Should State negotiate and acquire right of way in behalf of County? Yes _____ No _____

5. Should State prepare options? Yes _____ No _____

6. Should material source site be included in right-of-way descriptions? Yes _____ No _____

7. Is there any merchantable timber on right of way? Yes _____ No _____

8. Will timber be reserved for owner? Yes _____ No _____
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No _____

10. Is a hearing necessary? Yes _____ No X
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes X No _____
If yes, give type and name of utility company: _____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes X No _____
If yes, give type and name of utility company: PGE, Qwest Corp. / Telephone Comp. (Telephone lines on PGE Poles)

13. Are utilities on existing right of way by permit ____ or by franchise ____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes _____ No X
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes X No _____

16. Name of Railroad Southern Pacific

17. Number of tracks: Mainline 1 Siding 1 Total 2

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight 3 Speed 15 - 25 miles/hr.

20. Angle of Intersection: 90°

21. Type of Existing Crossing: Grade X Overcrossing ___ Undercrossing ___

22. Existing Protection:
Advance warning signs _____ Automatic flashing _____ Stop Signs X
Crossbucks X Automatic bell _____ Gates _____

23. Proposed Protection: New stop signs and "X" bucks

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ___ No X

25. Will railroad crossing be altered: Yes X No ___
If yes, specify: Widened and improved

26. Traffic Control Signing:
To be part of project? Yes X No ___
By County? Yes ___ No ___
By State at County expense? Yes ___ No ___
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ___ No X
By County? Yes ___ No ___
By State at County expense? Yes ___ No ___

28. Does County wish State to prepare P.U.C. hearing date? Yes X No ___

29. Will P.U.C. application be made by State _____ or County _____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ___ No X

Remarks re Section IV: _____

V. MATERIAL SOURCES DATA

1. Gravel_____ Quarry_____ Cinders_____
2. Owner: County_____ State_____ Private_____ Other_____
3. Location:_____ Section_____ Township_____ Range_____W.M.
4. If County lease, what are royalty payments?_____
5. Materials furnished by County: Borrow_____ Select Topping_____
   Base Course_____ Level Course_____ Mineral Aggregates_____
   Location_____
   Miscellaneous Items_____

Remarks re Section V:_____

VI. FINANCIAL DATA

1. Estimated Cost: $ 100,000
2. Available ~~FAS~~ STPS Funds $ 75,000
3. Does County wish advancement of future Federal funds? Yes_____ No_____
   Amount_____
4. Date match money is available SCA - Now
5. Will there be any 100% County money? ? Yes_____ No_____
6. Maximum amount of 100% County money available: $_____
7. Date County request letting:_____

Remarks re Section VI:_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement _____ Office
2. Environmental _____ Office
3. Public Hearing _____ Office

Remarks re Section VII: _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By _____
County Judge or Comm. Chairman

By _____
County Commissioner

By _____
County Commissioner

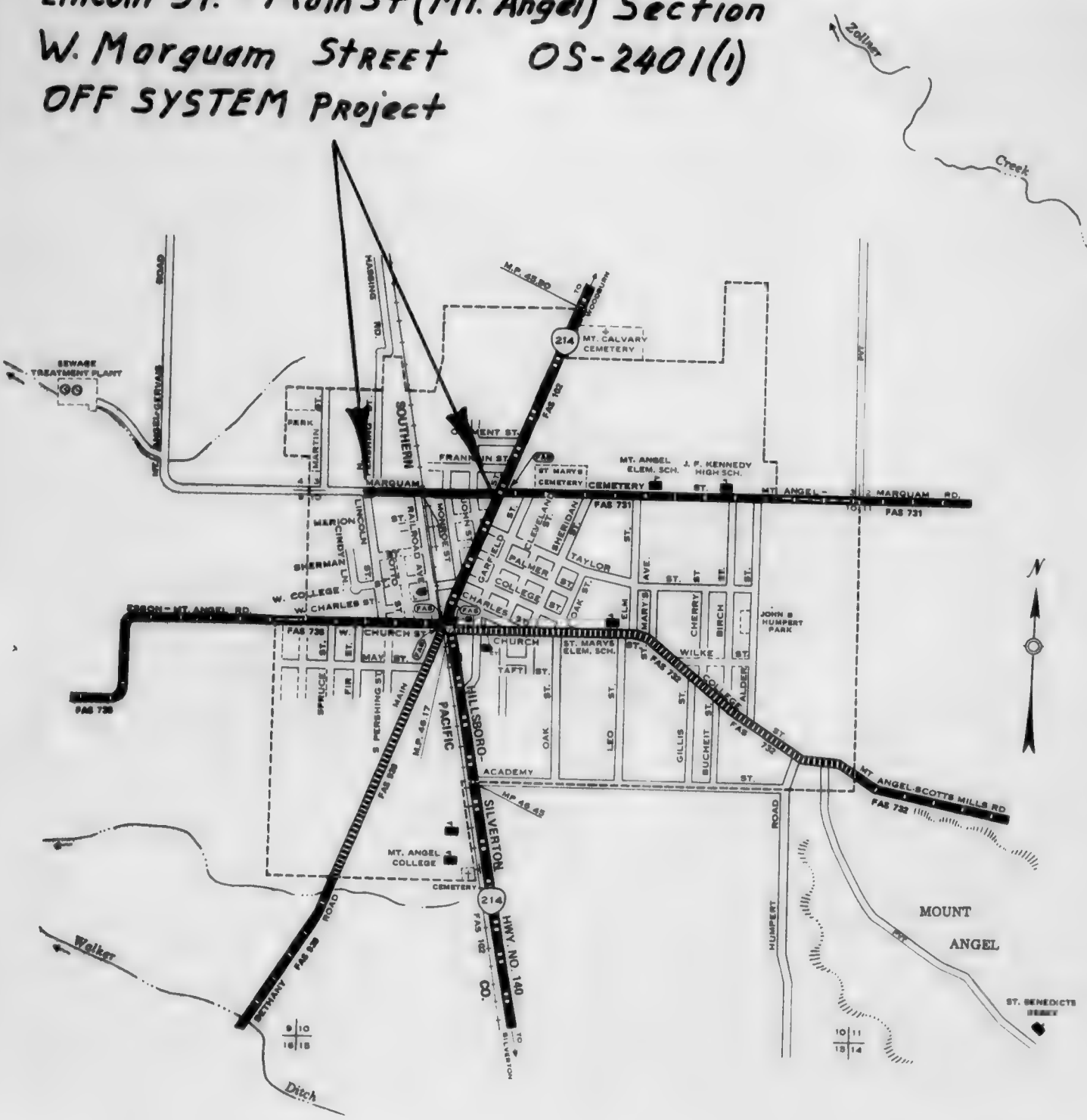
By _____
County Engineer of Roadmaster

County _____

Date _____

Request for SCA project was properly signed

Lincoln St. - Main St (Mt. Angel) Section
W. Marquam Street OS-2401(1)
OFF SYSTEM Project



T6S R1W W.M.

MT. ANGEL

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 2,186

Scale in Feet

Revised December 1973

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (PA1)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

8565

324-1472

Westech Engineering, Inc.

CONSULTING ENGINEERS AND PLANNERS

PRINCIPALS
C. H. STEKETEE, P.E.
H. C. FERRIS, P.E.

200 Lancaster Drive S.E.
SALEM, OREGON 97301

Telephone 585-2474

May 5, 1976

REGION 2 ENGINEER
RECEIVED
MAY 1976
RE | RCE | RME | RTE | ROE
UTE | GEO | RSO | ROC | RFE

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
Oregon State Highway Division
East Salem Highway Bldg.
Salem, Oregon 97310

Re: Marquam St. Project - City of Mt. Angel

Dear Mr. Stearns:

Per your request we have attached Exhibits C and D to the revised Consultants Agreement returned herewith. These Exhibits give detailed breakdowns of hourly rates and costs on surveying/drafting work items used by our subcontractors in arriving at their lump sum amounts proposed. Total contract amounts remain unchanged.

The April 5, 1976 revision made by OSHD to Exhibit A of the Consultants Agreeement states that the Consultant shall provide "any necessary permits or licenses". We have planned to and will, make application for performing work on State Highway and SPRR right-of-way (assuming the latter ownership checks out). Beyond that, as you know, road and railroad jurisdictions require the contractor or entity who actually performs the construction work to secure the permit and post bond and insurance.* Unless you can specifically identify additional permit or license requirements of the Consultant, we are not aware of any other than those proposed herewith.

We trust that the Consultants Agreement is now in final form and approvable. The City would appreciate authorization to proceed at the earliest possible time in order to qualify for Fy 1976 funding assistance.

RECEIVED
COUNTY & CITY SECTION
MAY 10 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Very truly yours,

WESTECH ENGINEERING, INC.

H. C. Ferris, P.E.

HCF:ps
Attachment: Consultant's Agreement CC: City of Mt. Angel

* OR INDEMNIFY THE PROJECT OWNER.

F 8565

05R
Mt Angel

Salem, Oregon
April 29, 1976

Robert H. Prange
Rural Engineer

Mr. Phil Stearns
Region 2 Federal Aid Engineer
East Salem Highway Building

Consultant Agreement
Off-System Project
West Marquam Street
City of Mt. Angel

We have reviewed the subject consultant agreement between Mt. Angel and Westech and find that it is quite acceptable except for the four lump sum sublet items. FHWA will not accept these lump sum items without a detailed estimate showing how the lump sum was determined. If the main contractor is obliged to show how he arrived at his lump sum figure, the subcontractor is required to do the same. I would suggest that the detailed estimates for the four lump sum sublet items be on a separate sheet and show man-hour wages, etc.

I am also sending you a replacement for sheet 1 of Exhibit A. The second paragraph now requires the consultant to obtain all permits and licenses.

RHP:sch

Attachment

☐ ENGR. ☐ ASST. ☒ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

MCH:sch
Rev. 12/4/75

3-76

CONSULTANT AGREEMENT
OFF-SYSTEM ROADS PROGRAM

THIS AGREEMENT, made and entered into by and between the City of Mt. Angel, acting by and through its City Council, hereinafter referred to as City; and the firms of Westech Engineering, Inc., an Oregon corporation, whose office address is 200 Lancaster SE, Salem, acting by and through its Company Officers, hereinafter referred to as "Consultant";

W I T N E S S E T H

RECITALS

1. City plans and proposes to construct the Lincoln St.-Main St. Section ~~of~~ (Mt. Angel) of West Marquam Street.

2. City has determined that they do not have the necessary personnel to perform the required work and it is advisable and desirable to engage the professional services and assistance of consultant. City has further determined that Consultant is adequately staffed and suitably equipped to perform the engineering services required for completion of the project in a satisfactory, economical and expeditious manner.

3. Attached hereto, marked Exhibit A, and by this reference made a part hereof, is a copy of Consultant's proposed work program, including the cost basis schedule for payment of fees. Hereinafter, said work shall be referred to as "project".

NOW, THEREFORE, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY CONSULTANT

1. Consultant shall perform all of the work and services outlined in the attached Exhibit A, and shall confer with City during the project, whenever it is deemed necessary. As a minimum, conferences shall be arranged prior to proceeding with any work on the project, and upon completion of field work, but prior to proceeding with any structural design.

2. Consultant shall maintain or establish a working office within the State of Oregon, or in the close vicinity of the project, that will be convenient to City, the State Highway Division and the Federal Highway Administration for the review and discussion of the work as it progresses.

3. Consultant shall present bills directly to City for the cost of work performed in accordance with the provisions of Exhibit A.

THINGS TO BE DONE BY GOVERNMENT AGENCIES

1. City shall, immediately upon final approval and execution of this agreement, assign a liaison or contact person to be responsible for review of Consultant's work, and to receive, audit, approve, and forward to the State Highway Division all billings from Consultant.

2. City shall pay 100 percent of the difference between the actual total cost of the project and the amount contributed toward the cost of the project by the Federal Government.

3. City shall adopt a resolution authorizing its City Officials to enter into this agreement and the same shall be attached hereto and become a part hereof.

4. The Oregon Department of Transportation, Highway Division, pursuant to an agreement with City, shall assign a liaison engineer to review Consultant's work and approve billings submitted by City. All approved billings shall be paid by State, and State shall submit all claims for federal participation to the Federal Highway Administration in the normal manner.

5. No work on the project may begin until letter of notification has been received by Consultant authorizing work on the project to proceed.

GENERAL PROVISIONS

1. Consultant shall begin performance under this agreement not later than 30 calendar days after notification in writing to proceed, and will have completed the services heretofore described to the point of submitting preliminary plans to the Oregon State Highway Division within 60 calendar days thereafter. If, in the opinion of City, an extension of time is warranted due to major changes, or due to weather conditions, or other factors beyond the control of Consultant, City shall determine the amount of such extensions in time and grant such extensions in writing.

2. City shall pay to Consultant, as full compensation for the preliminary and design engineering services herein described, the lump sum amount of 6560.00 Dollars, payable in monthly increments based on periodic progress reports, plus the actual costs of jobsite foundation drilling.

3. City shall also pay to Consultant as full compensation for construction engineering services, based on Consultant's actual cost plus a fixed fee, an amount not to exceed $ 5930.00 except as stipulated in paragraph 12 under General Provisions. No retained percentages will be withheld from Consultant's approved bills.

4. The parties hereto agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished, if requested.

5. All data to be furnished by Consultant under this agreement shall be delivered to and become sole property of City. Consultant shall place his endorsement on all engineering data furnished.

6. Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this agreement, and that Consultant has not paid or agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, City shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

7. The design standards and procedures shall be governed by the "Geometric Design Guide for Local Roads and Streets", Part 1-Rural, published by AASHTO, 1970, or "Geometric Design Standards for Highways Other Than Freeways", published by AASHTO, 1969. The specific design and dimensions will be determined from said standards using traffic volumes and terrain as warrants. The latest design standards adopted by AASHTP shall govern design of highway bridges and related structures. The Consultant shall use the Oregon State Highway Division's procedures, standards, related specifications and forms as a guide in the development and prosecution of the project.

8. City reserves the right to terminate this agreement at any time, upon written notice, in the event of any of the following contingencies.

a. At the termination of any phase of the agreement.

b. If the project is abandoned, or indefinitely postponed.

c. If the Consultant's services are, in the judgment of City, unsatisfactory.

d. If the Consultant fails to prosecute the work with due diligence or fails to complete the work within the time limits specified herein or as subsequently extended.

In the event City terminates this agreement, City shall be obligated to pay Consultant an amount equal in value to that of the services satisfactorily performed until the time of termination, and will acquire ownership of the work completed at termination date. Any dispute concerning a question of fact in relation to the work may be resolved by conference between the parties hereto, but the decision of State shall be final.

9. Consultant shall save and hold harmless the City, its officials and employees from all claims, suits or actions of whatsoever nature caused by or arising out of the negligence of Consultant, its subcontractors, agents or employees under this agreement.

10. The parties hereto agreement understand that they will comply with all applicable Federal and State statutes and regulations including, but not limited to: Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Highway Act; and Titles 2 and 3 of the Uniform Relocations Assistance and Real Property Acquisition Policies Act of 1970. Furthermore, such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by this reference, and Consultant shall comply with the obligations and other provisions of said laws the same as though such obligations and provisions were fully set out herein.

11. Except as may be specifically provided herein, Consultant shall not assign, transfer or subcontract this agreement, any part hereof or any part of the work covered by this agreement, without the prior written consent of City; and any such assignment, transfer or subcontracting without such prior written consent shall be grounds for immediate termination of this agreement by City. No consent of City shall be given in any case, however, to any subcontracting in excess of 50 percent of the work of Consultant under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

12. In the event City decreases or increases the amount of work specified under this agreement, or in the event it becomes necessary to change any of the work that has been approved and/or accepted by City, this agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have approval of the State and Federal Highway Administration.

13. The provisions of this agreement and all rights and obligations hereunder shall extend to and bind the approved successor, assignee, transferee, and subcontractors of Consultant, and any legal successor or assignee of City.

14. The executed certificate attached hereto, marked Exhibit B, is by this reference made a part of this agreement.

15. Consultant shall not engage, on a full- or part-time basis, during the period of this agreement, any professional or technical personnel who are, or have been during the period of the agreement, in the employ of the Federal Highway Administration or the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

16. Equal Opportunity. During the performance of this agreement, Consultant, for itself, its assignees and successors in interest, agrees as follows.

a. Compliance with Regulations. Consultant shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

b. Nondiscrimination. Consultant, with regard to the work performed after award and prior to comletion of the agreement work, shall not discriminate on the grounds of race, color, sex or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix B of the Regulations.

c. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all soliciations, either by competitive bidding or negotiation made by Consultant for work to be performed under a subcontract, including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by Consultant of Consultant's obligations under this agreement and Regulations relative to nondiscrimination on the grounds of race, color, sex or national origin.

d. Information and Reports. Consultant will provide all information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records,

accounts, other sources of information, and its facilities as may be determined by State or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance. In the event of Consultant's noncompliance with the nondiscrimination provisions of the agreement, State shall impose such agreement sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) Withholding of payments to Consultant under the agreement, until Consultant complies; and/or

(2) Cancellation, termination or suspension of the agreement, in whole or in part.

f. Incorporation of Provisions. Consultant will include the provisions of paragraph 16a and 16f in every subcontract, including procurements of materials and leases of equipment, uncless exempt by Regulations, order, or instructions issued pursuant thereto. Consultant will take such action with respect to any subcontract or procurement as State or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that, in the event Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, Consultant may request State to enter into such litigation or protect the interests of State, and, in addition, Consultant may request the United States to enter into such litigation to protect the interests of the United States.

17. Jurisdiction. This agreement shall be governed as to validity, interpretation and performance by the laws of the State of Oregon. Consultant hereby consents to the jurisdiction of the courts of the State of Oregon and to the commencement and maintenance in the State of Oregon by State or any third party of any suit, action or proceeding based on any claim arising out of or in connection with Consultant's work under this agreement. In the event that Consultant is a corporation, but not an Oregon corporation, Consultant shall obtain a certificate of authority to do business in the State of Oregon from the Corporation Commissioner of the State of Oregon before entering into this agree-

ment. If such certificate is not obtained by Consultant, however, at the time it enters into this agreement, then Consultant hereby appoints the Corporation Commissioner of the State of Oregon as Consultant's agent for service of process in connection with Consultant's work under this agreement. Provisions of Oregon law applicable to public contracts of this type are hereby incorporated.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City officials have acted in this matter pursuant to Ordinance or Resolution No. ____ adopted by its City Council on the _____ day of March, 1976

CONSULTANT, by and through its Company Officers

Firm Westech Engineering, Inc.

By W. C. Jones

(County or City) by and through its (City Officials or Board of Comm., etc.)

By Joseph J. Benetti
mayor

By _____

By _____

CONCURRENCE

OSHD E S Hunter
Date 5-19-76

ATTEST

Mildred M. Schilling
City Recorder/County Clerk

4/5/76

EXHIBIT A

FOR: Lincoln St.-Main St. (Mt. Angel) Section of West Marquam St. Road

BETWEEN: Westech Engineering, Inc. and City of Mt.Angel ~~County~~, Oregon

The consultant shall furnish all personnel materials, supplies, equipment and other incidentals necessary for the successful completion of the work in accordance with the standards, procedures and regulations of the Oregon State Highway Division (OSHD) and the Federal Highway Administration (FHWA), as follows:

All preliminary engineering, including the field surveys and investigative work required for design of the project, and any necessary permits or licenses.*

The design shall be developed with the plans and specifications prepared to the scale and detail required for compliance with OSHD standards for contract plans, current standard specifications for highway construction, supplemental specifications, and necessary special provisions. The consultant shall also prepare a complete and accurate summary of quantities and estimate of cost to be submitted with the final plans.

It is the intent of the County that the final plans, specifications, special provisions, quantity estimates, estimates of cost, and contract documents furnished by the consultant shall be in a form and in a condition ready for preparation of contract documents by OSHD for the normal advertisement for bids on the project.

Documents and data prepared by the consultant which shall become the property of County include, but are not limited to: field notes, original drawings, profile sheets, cross-sections, mass diagrams**, horizontal alignment data, computations, final construction plans, specifications, special provisions, summary of quantities, and cost estimates.

Upon award of a construction contract by State, the consultant shall provide the following construction engineering and supervision in a manner and to standards acceptable to OSHD and standard engineering practice.

1. Furnish all construction staking.
2. Check all shop drawings and estimates.
3. Provide all on-site construction inspection.
4. Provide normal on-site materials testing and compaction testing.
5. Obtain, prepare and forward to the OSHD testing laboratory such material samples as are required from the job-site and off-site.

* Per Cover Letter
** Mass Diagrams not necessary.

6. Prepare weekly construction reports and monthly cost estimates.

7. Prepare necessary change orders, extra work orders and price agreements.

8. Interpret plans and specifications throughout.

9. Conduct final inspection.

10. Prepare final report and "as-constructed" plans.

OSHD and/or FHWA may perform any preliminary engineering material testing, plan review, construction inspection, or shop fabrication inspection deemed necessary to assure project control. State shall supply consultant with laboratory reports, inspection reports, or notes when applicable.

The consultant shall arrange a preliminary design conference and a final design conference with representatives of OSHD, County and Consultant in attendance.

All portions of the work covered by this proposal shall be subject to review by OSHD, County and FHWA at any time deemed appropriate. Any duly authorized representative of OSHD, County or FHWA may request and obtain conferences, visits to the project site and inspection of the work at any reasonable time.

The Consultant shall submit a monthly design progress report to OSHD and the County.

The Consultant shall obtain approval of the final plans and supporting data from OSHD and the County. Said approval shall not absolve the Consultant from any errors or omissions which may have been undetected during review by OSHD and the County.

BASIS FOR ENGINEERING FEE

The engineer has taken his current overhead costs, based on his present work force and present volume of work to project annual overhead cost and annual volume of work.

The salary cost is defined as the cost of salaries (including any sick leave, vacation and holiday pay applicable thereto) to the engineer, draftsman, inspectors, surveymen, etc. plus unemployment insurance, payroll taxes, contributions for social security, and state industrial accident insurance for time directly chargeable to the project.

Exhibit A

WESTECH ENGINEERING, INC.

Direct and Indirect Costs for
Year Ended June 30, 1975 (Actual) and
June 30, 1976 (Estimated)

	Year Ended June 30, 1975	Projected For Year Ended June 30, 1976
Direct Costs: (*)		
Labor	$54,988	$145,534
Payroll Taxes	3727	*
Travel	4676	10,306
	$63,391	$155,840
Indirect Costs:		
Administrative salary	$22,246	$46,512
Office Rent	3840	3900
Office Salary	3266	5112
Payroll taxes	490	*
Taxes and licenses	136	250
Dues and donations	1299	1400
Utilities	2477	3000
Insurance	6003	9000
General office	1545	2200
Promotion	979	1200
Office supplies	6610	13,194
Equipment rentals	4431	4800
Legal and accounting	1317	1800
Travel and entertainment	33	200
Maintenance and repairs	645	900
Depreciation	200	400
Miscellaneous	631	900
	$56,337	$97,768
% of overhead costs to direct costs	88.87%	62.73%

Use Overhead at 62.73% of Project Salary Cost

* Included in payroll

(*) Subcontract expenses not included because it is incidental and not part of the overhead relationship

WESTECH ENGINEERING, INC.

Method of Arriving at Engineering Rates

Example Calculations

	Engineer IV	Proj. Mgr.	Technician II	Secretary
*Hourly Salary (based on 2080 hours/year)	$16.82	$10.10	$4.90	$3.75
Payroll Taxes	1.31	1.19	0.78	0.62
Vacation, Holiday & sick leave	1.95	0.93	0.45	0.35
Medical Plan	0.96	-0-	0.48	0.48
Direct Hourly Labor Expense	$21.04	$12.22	$6.61	$5.20
Overhead Allowance 62.73%	$13.20	7.67	4.15	3.26
Chargeable Engineering Rates	$34.24	$19.89	$10.76	$8.46

*Hourly Rates Paid Employees are subject to change.

PRELIMINARY AND DESIGN ENGINEERING SERVICES

1.	Pre-design conference with OSHD & City -	Eng IV 4 hrs	$136.96
2.	Preliminary survey for design, including records search for existing monumentation and R.O.W. ownership (Barker)	Lump Sum *	423.00
3.	Secure/deliver 2 subgrade samples for compaction control and classification tests (testing costs reimbursable)	Eng IV 4 hrs	136.96
4.	Preliminary drafting - prepare projected base map and vicinity maps; draft existing utility locations; reduce and plot field notes; draw plan, profiles and sections; make preliminary design layouts for review (Green)	Lump Sum **	425.00
5.	Preliminary design of roadway and drainage facilities	Eng IV 25 hrs	856.00
6.	Prepare draft specifications, special provisions, assemble detail drawings	Eng IV 20 hrs Secretary 8 hrs	684.80 67.68
7.	Make preliminary quantity and cost estimates, set tentative project limits and bid schedules	Eng IV 8 hrs	273.92
8.	Preliminary design review with OSHD, FHWA and City; resolution of final design work needed	Eng IV 5 hrs	171.20
9.	Revise design, specifications, special provisions, bid schedules, and quantity/cost estimates as necessary	Eng IV 20 hrs Secretary 8 hrs	684.80 67.68
10.	Final drafting - complete plans, profiles, sections, and details (Green)	Lump Sum **	275.00
11.	Prepare and assemble final documents and submit originals in single copy to OSHD for bidding. Assist with handling of Contractors questions during bidding	Eng IV 8 hrs	273.92
12.	Assist City with Oregon Action Plan requirements	Eng IV 16 hrs	547.84
13.	Project supervision; coordination with OSHD/FHWA/City	Eng IV 20 hrs	684.80
14.	Fixed Fee Amount		850.44
	*See Exhibit C ** See Exhibit D	Lump Sum	$6560.00
15.	Estimated Testing Costs (2 Proctors and 2 Atterbergs)		$ 275.00
16.	Engineering Evaluation of Tests	Eng IV 3 hrs	102.72
			$ 6937.72

17. Summary of work to be sublet:

a.	Surveying - L.S.	$423.00
b.	Drafting - L.S.	700.00
c.	Testing - Estimated	275.00
		$1398.00

d. Sublet work as a percentage to total preliminary and design engineering services = 20.15%.

CONSTRUCTION ENGINEERING SERVICES

1. Pre-Construction Conference	Eng IV 3 hrs	$102.72
2. Cut Sheet Preparation	Tech II 4 hrs	43.04
3. Construction Staking; one pass curb and drainage cut stakes, one pass centerline finished rock bluetops (Barker)	Lump Sum *	439.00
4. Provide project manager for daily inspections, work coordination and monitoring, liaison, reporting, estimate preparation, etc.	Mgr. 180 hrs	3580.20
5. Prepare change orders; review estimates, shop drawings and laboratory tests interpret plans and specifications throughout	Eng IV 12 hrs	410.88
6. Prepare punch list and conduct final inspection	Eng IV 4 hrs Mgr. 4 hrs	136.96 79.56
7. Prepare final estimate, "As-Constructed" plans, and final report	Eng IV 4 hrs Mgr. 2 hrs Tech II 6 hrs Secretary 3 hrs	136.96 39.78 64.56 25.38
8. General project supervision; coordination with City/OSHD/FHWA	Eng IV 8 hrs	273.92
9. Fixed Fee Amount		631.28
	Total	$5930.00
* See Exhibit C	Not to Exceed	$5930.00

10. Estimated Construction Cost = $87,000
    Construction Engineering = 6.82%

11. Estimated Testing Costs (Contractor to furnish initial qualifying tests on rock & A.C. mix from commercial lab) 4 sets of In-Place Densities 2 Rock Sieve Analyses 2 Sand Equivalents 2 L.A. Abrasions		375.00
12. Engineering Evaluation of Tests	Eng IV 4 hrs	136.96
		$6441.96

13. Summary of work to be sublet:
    a. Surveying - L.S. $439.00
    b. Testing - Estimated 375.00
    $814.00

    c. Sublet work as a percentage of total construction engineering services = 12.64%

CERTIFICATION OF CONSULTANT

I hereby certify that I am the President, H.C. Ferris

and a duly authorized representative of the firm of Westech Engineering, Inc.

whose address is 200 Lancaster S.E., Salem, OR 97301, and that neither

I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

(c) paid or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any).

I acknowledge that this certificate is to be furnished to the State Highway Division.

March 15/76
DATE

H.C. Ferris
SIGNATURE

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the Dep. State Hwy. Engr. of the Highway Division of the State of Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to

(a) employ or retain, or agree to employ or retain, any firm or or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind, except as here expressly stated (if any).

5-19-76
DATE

SIGNATURE

Exhibit B

March 15, 1976

PROPOSAL

to

WESTECH ENGINEERING, INC.

for

SURVEYING ON MARQUAM STREET PROJECT - MT. ANGEL

Barker Surveying Co. hereby proposes to accomplish the following survey work in compliance with Oregon State Highway Division Standards. We do acknowledge receipt of and agree to comply with the equal employment opportunity and non-discrimination in employment provisions as attached hereto.

A. Records search for existing monumentation, and for ownership of R.O.W. at railroad grade crossing with report on same.

1. Estimate	- Registered Surveyor 5 hrs. @ $17.50/hr.	=	87.50
	- Miscellaneous Printing	=	2.50
2. Proposal	Lump Sum Amount		$90.00 P.E.

B. Topographic survey for design

1. Estimate	- 2 man survey crew 12.0 hrs. @ $26.50/hr.	=	318.00
	- Mileage--100 miles @ $0.15/mi.	=	15.00
2. Proposal	Lump Sum Amount		$333.00 P.E.

C. Construction Staking - one pass and curb and drainage cut stakes; one pass centerline finished rock bluetops

1. Estimate	- 2 man survey crew 16.0 hrs. @ $26.50	=	424.00
	Mileage--100 miles @ $0.15/mi.	=	15.00
2. Proposal	Lump Sum Amount		$439.00 Const. Engr.

Total Items A, B, & C Lump Sum $862.00

Barker Surveying Co.

By: Clarence Barker
Clarence Barker

ACCEPTANCE

Westech Engineering, Inc. hereby accepts the above Proposal and agrees to pay the lump sum amounts named.

Westech Engineering, Inc.

By: _____
H. C. Ferris

Date: _____

Exhibit C

March 15, 1976

PROPOSAL

to

WESTECH ENGINEERING, INC.

for

DRAFTING SERVICES ON MARQUAM ST. PROJECT - MT. ANGEL

I, Jerry C. Green, hereby propose to provide the following drafting services in accordance with Oregon State Highway Division standards and procedure. I do acknowledge receipt of and agree to comply with the equal employment opportunity and non-discrimination in employment provisions as attached hereto.

ESTIMATE

A. Preliminary Phase:		
1) Prepare Base Map (1) w/ Utility Locations (Cover Sheet Format)	12hrs @ $8.50 =	$102.00
2) Draft Preliminary Design	8hrs @ $8.50 =	68.00
3) Checks and Redrafts	3hrs @ $8.50 =	25.50
		$195.50
B. Design Phase:		
1) Plot Topog, Util, & O.G. on Plan/Profile (1 Sht.)	6hrs @ $8.50 =	$ 51.00
2) Blow-Up Intersection to 1"=20'± (±7 Places - 1 Sht.)	6hrs @ $8.50 =	51.00
3) Revise Std. Details to Suit (1 or 2 Shts.)	6hrs @ $8.50 =	51.00
4) Plot X-Sect. (50' Intermediates as Reqd.) (24 to 50 Sect.) & Compute Earthwork	12hrs @ $8.50 =	102.00
5) Draft Final Design (P.O. & Intersect.)	16hrs @ $8.50 =	136.00
6) Quantity Take-Offs	6hrs @ $8.50 =	51.00
7) Final Check & Redrafts	6hrs @ $8.50 =	51.00
8) Check Print/Reproduction Costs	Job @ $11.50 =	11.50
		$504.50

PROPOSAL

Provide all above listed work for Lump Sum Amount of $700.00

By: Jerry C. Green
Jerry C. Green, C.E.T.

ACCEPTANCE

Westech Engineering, Inc. hereby accepts the above proposal and agrees to pay the lump sum amount named for the listed drafting work complete.

Westech Engineering, Inc.

Date:_____ By:_____
H. C. Ferris, P.E.

Exhibit D

8565

OSR
Mr Angel

OREGON STATE HIGHWAY DIVISION
REGION 2 SALEM

MONTHLY PRELIMINARY ENGINEERING REPORT

3-19-76

Project Name Lincoln St. - Main St. Section

Highway West Marquam St. (Mt. Angel) F.A. Rt. No. Off-System

Project No. OS-1401(1) Prefix — Type F.A. Fund O.S.P.

P.E. Performed by _____ County-City of _____

Consultant Westech Engineering, Inc.
(Name)

Project Category 3 Non-Major Hearing Req'd - Corridor Yes [ ] No [X]
Corridor/Design [ ] [X]
Anticipated Date of Hearing —

Date P.E. Authorized (FHWA) —

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval	N/A		
Field Survey		4-15-76	
Preliminary Design		5-15-76	
Design Approval		6-15-76	
Final Design		7-15-76	
P.S. & E. Approval		8-15-76	

RECEIVED
COUNTY & CITY SECTION
MAR 22 1976
[ ] ENGR. [ ] COOR. [ ] CE [ ] AE [ ] UE
[ ] UPE [ ] CE [X] RE [X] RPE [ ]

Remarks: _____

Distribution: Project Management
Location
Region
Local Agency
Consultant

Signed Phil Ebeam

Title RFAE

Date 3-19-76

8565.

LEG 7-4-7
(Marion Co.)

Marion Co / Mt Angel
OSR

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
XXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 8, 1976

Westech Engineering, Inc.
200 Lancaster Drive, SE
Salem, Oregon 97301

ATTENTION: Mr. Ferris

Gentlemen:

Your consultant agreement between Westech Engineering and Mt. Angel has been reviewed. It does not conform to the standard agreement developed by the Highway Division and approved by the Federal Highway Administration.

The agreement form has been revised regarding the disputes clause, and your letter of March 3, 1976 acknowledges that we no longer have a problem in this area.

The acceptable methods of payment are a lump sum for preliminary engineering, actual costs for foundation drilling and testing, and actual costs plus a fixed fee for construction engineering. Each of these methods of payment must be substantiated with an estimate of costs for preliminary and construction engineering services. The estimates shall be substantiated by a list of overhead costs, and a fee schedule showing the method of arriving at chargeable rates. Payments, based on a percentage of the total cost of the project, shall not be used, nor shall fees based on actual costs times a multiplier, be used.

It was noted Westech proposed to subcontract a large percentage of the engineering work to other firms. Reference is made to paragraph 11 of the standard form concerning subcontracting work. It appears that if the surveying, drafting, staking, and testing are subcontracted, the only thing left for Westech to do is consulting and supervising.

RECEIVED
COUNTY & CITY SECTION
MAR 10 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Enclosed are three copies of the consultant-finance agreement form for your use. Any deviations from the standard form will only result in unwanted delays in developing the project. Please complete the forms and submit them to this office for processing.

Very truly yours,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elf

Enc.

cc: City of Mt. Angel
L. W. Rulien

PROJECT MANAGEMENT
MAR -9 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

$565

OSR
Mt Angel

Salem
March 4, 1976

Robert H. Prange
Rural Engineer

Consultant Agreement
Marquam St. Off-System Project
City of Mt. Angel

Phil Stearns
Region 2 Federal Aid Engineer

We have reviewed the consultant agreement between Westech Engineering and Mt. Angel and find that it does not conform to our standard consultant agreement form which has been developed by the Highway Division and has the approval of the Federal Highway Administration. This is also the same agreement form that is acceptable to and used by all the other consultant firms in the State. All that needs to be done is to fill in the blanks and use the agreement as is.

The acceptable methods of payment are a lump sum for preliminary engineering, actual costs for foundation drilling and testing, and actual costs plus a fixed fee for construction engineering. Each of these methods of payment must be substantiated with an estimate of costs for preliminary and construction engineering services. The estimates shall be substantiated by a list of overhead costs, and a fee schedule showing the method of arriving at chargeable rates. Payments based on a percentage of the total cost of the project shall not be used nor shall fees based on actual costs times a multiplier be used.

It was noted that Westech also proposed to subcontract a large percentage of the engineering work out to other firms. Reference is made to paragraph 11 concerning transfering or subcontracting work to others. It appears that, if Westech is going to farm out all surveying, drafting, staking and testing, the only thing left for them to do is consulting and supervising.

Please inform Westech Engineering that our latest agreement form is to be used and any deviations will only bring on more delays in the development of the project.

RHP:dp

Attachments

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

WE Westech Engineering, Inc.
CONSULTING ENGINEERS AND PLANNERS

PRINCIPALS
C. H. STEKETEE, P.E.
H. C. FERRIS, P.E.

200 Lancaster Drive S.E.
SALEM, OREGON 97301

Telephone 585-2474

January 21, 1976

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
Oregon State Highway Division
2960 East State Street
Salem, Oregon 97310

Re: Marquam Street Project - City of Mt. Angel

Dear Mr. Stearns:

Enclosed is the Consultant's Agreement proposed for use on this project, together with the necessary attachments and other supporting data.

As you know, our firm has provided engineering services to the City of Mt. Angel for several years. The City has engaged our firm as its acting City Engineer. A copy of the applicable retainer agreement is enclosed. It is in our function as the City's Engineer that we make the following recommendations considered to be in the best interests of the City.

We have proposed several additions to the draft consultant's agreement you earlier furnished. These are essentially as follows:

1. General Provisions - Item 2

We suggest that the actual cost of foundation drilling and materials testing be covered as a reimbursable expense, rather than under the lump sum preliminary/design engineering fee. Reasons for this were presented in our October 15 letter, and you concurred by letter of November 4. We also believe that the actual cost of construction staking fits more appropriately under the reimbursable expense category. Reason for this is that both the City and we normally use Barker Survey Co. for survey work, and he has demonstrated quality performance at competitive rates. To sublet project construction staking work to him as a direct reimbursable expense will obviate the need for putting his people on our payroll with all the attendant accounting and paperwork. Also, we feel that if the City or we incur legal expenses as a result of enforcing the required provisions of Item 18, these should be eligible project costs and be directly reimbursable to afford equal protection with State and Federal interests.

2. General Provisions - Item 6

Your Division has advised that project design standards shall be "reasonable local standards reflecting good engineering judgement." We have amended Item 6 to include this phrase.

The City has adopted local standards for the design and construction of streetwork and drainage facilities, and proposes to use them on this project. If acceptable as drawn, we believe that Marquam Street can be improved completely between Main and Lincoln, notwithstanding possible extraordinary costs to be incurred for the railroad grade crossing. These standards are similar to those we have prepared for other valley communities, and they have performed satisfactorily. They are similar to the standards used last year on the adjacent Monroe Street improvement in Mt. Angel.

Briefly, we propose a minimum street section consisting of an 8" lift of 1-1/2" minus crushed rock, a 1-1/2" lift of 3/4" minus crushed rock, and 3" of Class B asphaltic concrete pavement, which we understand complies with minimum OSHD standards. We all know that subgrade conditions are generally poor in this area. Rather than using a no-failure base design via lime stabilization, etc. for the entire roadbed, we would prefer to handle this contingency by a procedure involving authorized overexcavation and rock backfill where soft spots are encountered. The bases for measurement and payment of project quantities will be consistent with OSHD standards.

3. General Provisions - Item 8

We acknowledge that the project documents prepared by us are to become sole property of the City anytime it desires them. However, for coordination and continuity of other engineering projects in the City, we feel it would be more functional for us to keep these documents on file until the City requests them.

4. General Provisions - Item 10

We have previously advised that the original disputes clause is uninsurable, and would have the effect of voiding the insurance we carry, for this job (see enclosed copies of correspondence). We have not been able to find any other carrier that would write professional liability insurance for this job at any premium cost, because of that disputes clause. It would not be wise for either the City or ourselves to proceed with this project, unless all work can be done on an insured basis. The idemnity provisions under Item 11 probably cannot be satisfied without insurance. In fact, under the Idemnity Law in Oregon, it is not clear whether we would have any liability at all if we operated on an uninsured basis. Accordingly, we are not willing to enter into a consultant's agreement containing the original disputes clause. This places the City and us in an unusual situation for obvious reasons.

It is apparently true that a few other firms have entered into the consultant's agreement containing that original disputes clause. However, they were probably not aware that such action would void their insurance for the project (DPIC is the common insurance carrier). We feel confident that they will request amendments of the disputes clause in future consultant's agreements, to protect their Clients' interests and their own. As Chairman of the Private Enterprise Committee of the Consulting Engineers Council of Oregon, I have been asked by our Board of Directors to pursue a mutually agreeable resolution to this problem with OSHD. We are advised that the specific disputes clause is not a federal requirement. Accordingly, we trust that OSHD will reconsider its position on this matter. We recommend that the original disputes clause be replaced by a standard arbitration clause, as contained in the agreements herewith. The agreement will then be insurable, and work can proceed.

It seems strange that a provision like the disputes clause, obviously intended to protect the public interests and public funds, can operate in reverse. The real difficulty is the consuming problem of litigation when recourse is available only through the courts.

5. General Provisions - Item 18

We are agreeable, and we feel sure the City is agreeable, to enforcing the requirements for nondiscrimination in employment, etc. under this item. However, if litigation arises from the enforcement of these provisions as indicated possible under 18.f., we believe that it would be only fair to provide protection for the City and Consultant equal to that provided State and Federal interests. Any legal expense arising from this contingency should be considered as directly reimbursable to the City and/or the Consultant.

6. Certification

We have added a proposed subcontractors list to the Certificate. The surveying and drafting firms have worked for the City before, and they are familiar with both City and OSHD requirements. It is our opinion that the work program can be most effectively accomplished by use of these firms. Proposals have been obtained from them as necessary to complete the consultant's agreement, but no work will be authorized until approved. We intend to obtain proposals for materials testing once testing requirements are firmed up.

7. Exhibit A

We have proposed an hourly rate schedule consistent with the rate structure now in force between the City and ourselves, for construction engineering and reimbursable services. You will find these rates to be competitive. We have not included a fixed fee surcharge on top of the construction services fee determined from hourly rates.

Several other factors are important enough to be considered here.

a. Project Manager

We believe that it will be essential for the City to maintain close control over this project during at least active construction, so OSHD and FHWA approvals and funding will not be jeopardized. Accordingly, we propose to use Ted Kuenzi as resident project manager. Ted, as you probably know, recently retired from his position as assistant Marion County Engineer. Ted has a good background with the City, and with OSHD and FHWA procedures. He will be assigned not only for inspection work, but also for the routine reporting, coordination, and contract administration requirements.

b. Oregon Action Plan

The extent of work required of the City and us to fulfill the provisions of this Plan cannot be accurately determined at this time. We have made the best estimates we can, and budgeted a certain amount of engineering and support personnel time for this, as shown on the work program for a Case B Project.

c. Location Engineer Requirements

Here again, the extent of work required of the City and the Consultant is not firm. It may not be possible to firm these up until well into the project. For instance, it has been mentioned that a hydraulic study may be required, but we have not been advised if this is a firm requirement or how extensive the study should be. I have personally participated in hydraulic studies ranging from several hundred dollars, to those in the several hundred thousand dollar category. So the range of possibilities and costs for this item is broad, and until the specific requirements can be firmed up there is considerable risk involved. We have been doing the drainage engineering for the City in recent years, and we have a pretty good handle on the drainage facilities actually needed. Again, we have budgeted manpower for an amount of location engineer work that we feel is realistic, as shown on the Case B work program. All our estimates are based on the assumption that OSHD will assign one coordinator for the project, and that we will not be required to work on a department-by-department basis.

In view of the uncertainties involved in the Oregon Action Plan and Location Engineer requirements, we feel that it would be more fair and a better use of public funds to have all engineering work performed on the hourly rate basis. We have always given the City this option, and will do so for this project if this method is acceptable.

d. Railroad Grade Crossing

The preliminary traffic/accident analysis performed by OSHD for the Main to Monroe section of the earlier Marquam St. project indicated that the two existing stop signs and the cross-buck were sufficient protection. The present, extended Marquam St. project as proposed would involve widening to a 40' curb-to-curb improvement through the grade crossing. Preliminary contacts with S.P.R.R. indicate that automatic gates and warning lights may now be required by P.U.C. The ownership of the right-of-way should first be verified to determine the various responsibilities. If extensive traffic control devices are required from OSHD/FHWA project funds the extent of street improvement possible will be substantially reduced. In this event we hope that the City would have the opportunity to reconsider the project, and perhaps come up with another street project that would qualify under the programs. Our estimates of engineering time for the grade crossing include a preliminary layout of the crossing and initial contacts with the affected jurisdictions, as budgeted on the Case B work program. The estimates and our proposal do not include extensive negotiations with SPRR and P.U.C., legal work, etc. as may be found necessary for a grade crossing acceptable to all parties. In any case, both the City and we will appreciate the benefit of OSHD assistance in this matter.

Thank you for your consideration and assistance for this project. The City does have a substantial amount of time and money invested in this project now. We therefore trust that this submittal is acceptable, that the project can soon be fully approved, and that the remaining work can be done on a FHWA/OSHD funded basis. Please call me should you have any questions on the enclosures. We will be happy to participate in a round table discussion if desired.

Yours very truly,

WESTECH ENGINEERING, INC.

H. C. Ferris, P.E.

Enclosures: Consultant's Agreement
Work Programs
Supporting Data

CC: City of Mt. Angel
FHWA

WE Westech Engineering, Inc.
CONSULTING ENGINEERS AND PLANNERS

PRINCIPALS
C. H. STEKETEE, P.E.
H. C. FERRIS, P.E.

200 Lancaster Drive S.E.
SALEM, OREGON 97301
Telephone 585-2474

January 12, 1976

CITY OF MT. ANGEL - MARQUAM PROJECT

WORK PROGRAM & ENGINEERING MANPOWER/COST ESTIMATE

CASE A - STANDARD CITY TYPE PROJECT

Basis - Local L.I.D. - 1200± L.F. @ $52/Ft. = ±$62,400 Construction

Item	Work	Manpower	Cost
1.	**Preliminary**		
a.	Consult w/ City & Prelim. Site Recon.	0.75 P.E.D.	$132
b.	Base Map & Transpose Utility Data	0.25 P.E.D. 1.5 T.D.	$200
c.	Prelim. Layont & Drafting	1.0 P.E.D. 0.5 T.D.	$228
d.	Cost Estimating, Prelim. Assessments & Project Limits	0.75 P.E.D.	$132
e.	Summarize & Present	0.5 P.E.D.	$ 88
f.	Mileage & Expenses		$ 25
	Subtotal Preliminary		$805 (1.3%)
2.	**Design**		
a.	Aerial Blowup on Mylar		$ 40
b.	Secure/Draft Utility Locations	0.25 P.E.D. 0.5 T.D.	$ 96
c.	Coordinate/Advise Affected Jurisdictions	1 P.E.D.	$176
d.	Topographic Survey	1.5 2MCD	$318
e.	Plot/Draft Plan/Profile/Sections & Details	0.25 P.E.D. 2.0 T.D.	$252
f.	Design Basics, Layout & Work Sheets	1.0 P.E.D.	$176
g.	Detailed Field Recon. & Checks	1.0 P.E.D.	$176

CASE A (Continued)

Item	Work	Manpower	Cost
h.	Detailed Design - Road Base, Drainage, Relocations, Economics, etc.	2.0 P.E.D.	$352
i.	Complete Drafting	2.5 T.D.	$260
j.	Plan Checks & Redrafts	0.25 P.E.D. 0.5 T.D.	$ 96
k.	Specs & Contract Documents, Special Conditions Modifying Standards	1.0 P.E.D. 2.0 C.D.	$280
l.	Payment Bases, Quantity Takeoffs, Cost Estimate, Bid Schedule	1.0 P.E.D. 1.0 T.D. 0.5 C.D.	$306
m.	Edit, Assemble, Reproduce, Check Contract Documents	0.75 P.E.D. 1.0 C.D.	$224
n.	Present & Bid Auth.	0.25 P.E.D.	$ 44
o.	Ad. for Bids, Prequalify Bidders, Services during Bidding	1.5 P.E.D. 1.0 C.D.	$316
p.	Bid Opening & Tabulations, Complete Contract & Bond Forms, Rec. on Award & Award	1.25 P.E.D. 1.0 C.D.	$272
q.	Mileage and Expenses		$200
	Subtotal Design		$3544 (±5.7%)

3. Construction (±6 Weeks Life)

a.	Pre-Construction Conference	0.5 P.E.D.	$ 88
b.	Stakeout & Cut Sheets	1.5 2MCD 1.0 T.D.	$422
c.	Materials & Test Reviews	1.0 P.E.D.	$176
d.	Inspections & Trouble Shooting	3.0 P.E.D. 1.0 T.D.	$632
e.	Contract Administration, Pay Estimates Change Orders	1.5 P.E.D. 1.0 T.D.	$368
f.	Punch List Inspection & Final Out, As Builts	1.5 P.E.D. 1.0 C.D. 1.0 T.D.	$420
g.	Mileage & Expenses		$200
	Subtotal Construction		$2306 (±3.7%)

Estimated Total Services Class A Project = $6655 (±10.7%)

Previous Performance Checks:

1) J.O. 361 - 1974 Drainage Improvements

   Construction @ $130,000 + Design @ $40,000
   Total Engineering $14,047 = ± 8.8%

2) J.O. 427 - Monroe Street Improvement

   Construction @ $34,527 (= ±$41.35/Ft.)
   Total Engineering, etc. = ± 8.3%

CITY OF MT. ANGEL - MARQUAM ST. PROJECT

WORK PROGRAM & ENGINEERING MANPOWER/COST ESTIMATE

CASE B - OFF SYSTEMS ROAD/SMALL CITY ALLOTMENT PROJECT

Basis 1200± L.F. @ ±$71/Ft. = $85,000 Construction ($100,000 Total)

Item	Work	Manpower	Cost
1.	Preliminary		
a.	Work as Proposed Under Case A Project		$805.
b.	Less Prelim. Assessment Work		($ 88)
c.	Plus Estimated Oregon Action Plan Requirements of Engineer	4.5 P.E.D.	$792
d.	Plus Estimated Additional Location Engineer Reqmts. of Engineer	5.5 P.E.D. 3.0 T.D. 1.0 C.D.	$1332
	Subtotal Preliminary		$2841 (±3.3%)
2.	Design		
a.	Work as Proposed under Case A Project		$3544
b.	Plus Additional Work on Specials, Measurement and Payment Bases to Conform w/ Procedures	1.5 P.E.D. 1.5 T.D.	$420
c.	Plus Estimated Oregon Action Plan Reqmts. of Engineer	2.0 P.E.D. 1.0 T.D.	$508
d.	Plus Estimated Additional Location Engineer Reqmts. of Engineer	2.5 P.E.D. 1.0 T.D.	$544
e.	Less Bid Document Reproduction, Prequalifications & Contract Award to be Done by OSHD		($320)
	Subtotal Design		$4696 (±5.5%)
3.	Construction		
a.	Pre-Construction Conference	0.5 P.E.D. 0.5 P.M.D.	$168
b.	Cut Sheets (Sublet Stakeout)	0.25 P.E.D. 1.0 T.D.	$148
c.	Material/Workmanship Tests Review	1.5 P.E.D.	$264

CASE B (Continued)

Item	Work	Manpower	Cost
d.	P.E. Inspections & Trouble Shooting	2.0 P.E.D. 0.5 T.D.	$404
e.	Project Manager/Inspection Services (Incl. Day-by-Day Administration, etc)	20 P.M.D.	$3200
f.	Gen'l Project Administration, Final Inspection & Punch List, Final Out Contract, As-Builts, etc.	2.0 P.E.D. 1.0 T.D.	$456
g.	Mileage & Expenses		$400
		Subtotal Construction	$5040 (±5.9%)

Estimated Total Consultant Services - Class B Project =$12,577 (14.8%)

4. Anticipated Reimbursable Costs - Direct:

a. Materials/Workmanship Testing @±$700

b. Construction Stakeout @ ± $439

CASE B - SUPPLEMENTAL BREAKDOWN

1. ESTIMATED OREGON ACTION PLAN REQUIREMENTS FOR CLASS 3 - NON MAJOR PROJECT

a. Local government contacts, citizen committee meetings and public input considerations, preparation and dissemination of information for public notices, etc.	2.0 P.E.D.	$352
b. Development of alternatives; traffic, safety, environmental and highway engineering factors	2.5 P.E.D.	$440
c. Design approvals, coordination, rework and revisions	2.0 P.E.D. 1.5 T.D.	$508
Subtotal		$1300

2. ESTIMATED ADDITIONAL LOCATION ENGINEER REQUIREMENTS

a. R.R. encroachment maps and sections; additional intersection layouts and cross sections	1.5 P.E.D. 2.0 T.D.	$472
b. Earthwork and other calculations to support estimates and justification thereof	0.75 P.E.D. 1.0 T.D.	$236
c. Narrative report preparation, discussion, justification of proposed measured	1.0 P.E.D. 0.5 T.D.	$202
d. Soil mechanics considerations and justification for utilizing local standards	0.5 P.E.D.	$ 88
e. Brief hydraulics investigation on drainage needs, summarize and present for approval	1.0 P.E.D. 0.5 C.D.	$202
f. Confer on sidewalk and bike path needs and provisions	0.25 P.E.D.	$ 44
g. Investigate alternate means of handling traffic and safety provisions during construction, to include phased construction, detours, signing	1.0 P.E.D.	$176
h. Coordination, Liaison, Reviews, Revisions, etc.	2.0 P.E.D. 1.0 T.D.	$456
Subtotal		$1876

HARLAND, RITTER & HAENNY
ATTORNEYS AT LAW
200 PACIFIC BUILDING
SALEM, OREGON 97301

ROY HARLAND
DANIEL A. RITTER
TERRY K. HAENNY

ROBERT J SAALFELD

MAILING ADDRESS
P. O. BOX 470

AREA CODE 503
TELEPHONE 362-4178

December 3, 1975

Mr. H. C. Ferris
Westech Engineering, Inc.
200 Lancaster Drive S.E.
Salem, Oregon 97301

Re: Marquam Street Project-City of Mt. Angel;
Consultant's Agreement & Possible Legal Services

Dear Carl:

I have carefully reviewed the proposed Consultant's Agreement and related correspondence that you forwarded to me with your letter of November 14, 1975. I believe that paragraph 10 is quite unusual and that it would be more appropriate to have a normal arbitration provision whereby any dispute would be submitted to the American Arbitration Association for a decision by that tribunal under its construction industry arbitration procedures. It seems strange that the State Highway Engineer should be the arbiter whose decision is binding and final when the State Highway Engineer may be one of the parties to the dispute (for example see paragraph 18(e) whereby the State Highway Department may impose sanctions for noncompliance; if you disagreed with the State as to whether there was noncompliance with paragraph 18, then the State, through its engineer, would decide the matter). With respect to paragraph 18(f) you are required to take action against subcontractors for violations of paragraph 18. Such sanctions for noncompliance might well involve litigation against such subcontractors either to force compliance or litigation arising out of sanctions you imposed such as nonpayment. In such event, you would have attorney's fees as a project expense. In estimating the amount of such fees, I believe that a rate of $50.00 per hour would be reasonable.

Under paragraph 11 of the Consultant Agreement, the consultant must hold the public bodies harmless from all claims arising out of the negligence of consultant. This indemnity clause is rather standard, and I believe it could be covered adequately by a standard policy of liability insurance.

With respect to this project, I suggest that you consider potential expenses under paragraph 18(f) for forcing compliance of subcontractors with the provisions of paragraph 18 and I further suggest that paragraph 10 be redrafted to provide a normal arbitration clause by an impartial arbitrator such as the American Arbitration Association.

If I can be of further service with respect to this matter, please let me know.

Sincerely yours,

Dan Ritter

DANIEL A. RITTER

DAR:sm

Hurley, Atkins & Stewart, Inc.

Insurance & Surety Brokers

November 18, 1975

Westech Engineering, Inc.
200 Lancaster Drive S.E.
Salem, Oregon 97301

Attention: H. C. Ferris

RE: Mt. Angel Street Project

Dear Carl,

At your request we have reviewed the contract between your firm and the City of Mt. Angel in connection with the above project. Paragraph #10 of that contract is in conflict with your Professional Liability insurance and, as a result, would have the effect of voiding such insurance as respects this project.

The language of paragraph #10 makes the State Highway Engineer the sole and exclusive judge of any dispute under the agreement. If a dispute arose as to the competency of your services, then he, rather than the courts, would determine your liability under the contract.

This may not be the intent of this clause, however it is the interpretation taken by your Professional Liability insurance company. If it were replaced by a standard arbitration it would be insurable.

Sincerely,

HURLEY, ATKINS & STEWART, INC.

James J. Hurley

JJH:be

Encl.

FROM "THE LAST WORD"

COMMENTS WANTED

ACEC President-Elect Dick Stanley is asking all members of ACEC to make suggestions for priorities and programs for the coming year.

Recommendations should be sent to President-Elect Stanley at the National Headquarters, 1155 15th Street Washington, D. C. 20005.

"I DIDN'T DO IT!"

OSHA fined a New Hampshire Consulting Engineer for violating the construction standard on trenching. The engineer was retained to provide inspection service on a sewer construction project.

The OSHA compliance officer visiting the project found the contractor's employee and the consulting engineer's inspector in an unsafe trench. Both employers were cited. The contractor paid the penalty but the consulting engineer appealed. The OSHA judge reduced the consulting engineering firm's fine to $1.00, noting the consulting engineer had not caused the violation and did not have the authority to correct it.

HERE IS THE PRIORITY

ACEC cites several instances which illustrate that Government competition with private consulting engineers is increasing.

The California Transportation Agency, overstaffed and faced with the necessity of eliminating 1200 jobs, is transferring 500 employees to Saudi Arabia to carry out an ambitious highway program. This should, of course, be handled by private consulting engineers. The Corps of Engineers is selling its "services" in the Pacific in several languages.

ACEC says: "Strong, aggressive public employee unions add a new dimension to this resurgence of the problem that led to the formation of CEC/US."

The Consulting Engineering agreement proposed by the State Highway Department for use on Off-Systems Road projects has drawn the comment from DPIC that it would void professional liability insurance on such projects.

The agreement contains the clause:

"Should any dispute regarding this agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative (s), whose decision regarding the controversy shall be final."

DPIC'S comments are as follows:

"The language of paragraph 10 makes the State Highway Engineer the sole and exclusive judge of any dispute under the agreement. If a dispute arose as to the competency of your services, then he, rather than the courts, would determine your liability under the contract.

"This may not be the intent of this clause, however, it is the interpretation taken by your Professional Liability Insurance Company. If the clause were replaced by a Standard Arbitration clause it would be insurable."

This opinion by the insurance carrier reiterates the fact that no contract should provide for resolving of disputes by representatives of the client, the engineer, the sponsor or the administrator of the contract or the project.

- - - - - - - - - - - -

RIGHT ON!

OR

YOU GOTTA SEE IT TO BELIEVE IT -

IT'S TOO INCREDIBLE TO BE TRUE!

An article published in a newsletter published by a "FOUNDATION for Research and Education", dealing with the deterioration of the spelling and writing ability of students - you may not believe it but it's true - has the headline: TO LONG IN COMING - BUT FINALLY HERE!

FORM 12-15
8565

OSR P

OREGON STATE HIGHWAY DIVISION
REGION 2 SALEM

Mt Angel

MONTHLY PRELIMINARY ENGINEERING REPORT

2-24-76

Project Name Lincoln St. - Main St. Section

Highway West Marquam St. (Mt. Angel) F.A. Rt. No. Off-System

Project No. OS-1401(1) Prefix — Type F.A. Fund O.S.P.

P.E. Performed by _____ County-City of _____

Consultant Westech Engineering, Inc.
(Name)

Project Category 3 Non-Major

	Yes	No
Hearing Req'd - Corridor	☐	☒
Corridor/Design	☐	☒

Anticipated Date of Hearing —

Date P.E. Authorized (FHWA) —

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval	N/A		
Field Survey		4-1-76	
Preliminary Design		5-1-76	
Design Approval		6-15-76	
Final Design		7-1-76	
P.S. & E. Approval		8-1-76	

RECEIVED
COUNTY & CITY SECTION
FEB 26 1976
☐ ENGR. ☒ COOR. ☑ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Remarks: _____

Distribution:
- Project Management
- Location
- Region
- Local Agency
- Consultant

Signed Phil Stearns

Title RFAE

Date 2-24-76

8565

8

February 11, 1976

City of Mt. Angel
City Hall
Mt. Angel, OR 97362

Attn: Mildred M. Schilling
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5516

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering an Off-System Road Project on the Lincoln Street-Main Street Section of West Marquam Street in the City of Mt. Angel.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

RECEIVED
COUNTY & CITY SECTION
8565 JAN 26 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

OSRP

OREGON STATE HIGHWAY DIVISION
REGION 2 SALEM

MONTHLY PRELIMINARY ENGINEERING REPORT

1-21-76

Project Name Lincoln St. - Main St. Section

Highway West Marquam St. (Mt. Angel) F.A. Rt. No. Off-System

Project No. OS-1401(1) Prefix — Type F.A. Fund O.S.P.

P.E. Performed by _____ County-City of _____

Consultant Westech Engineering, Inc.
(Name)

Project Category 3 Non-Major

	Yes	No
Hearing Req'd - Corridor	☐	☒
Corridor/Design	☐	☒

Anticipated Date of Hearing —

Date P.E. Authorized (FHWA) —

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval	N/A		
Field Survey		3-1-76	
Preliminary Design		4-1-76	
Design Approval		5-15-76	
Final Design		7-1-76	
P.S. & E. Approval		8-1-76	

Remarks: _____

Distribution: Project Management
Location
Region
Local Agency
Consultant

Signed Phil Ehlers

Title RFAE

Date 1-21-76

8565

OSR
Mt Angel

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

December 23, 1975

FILE: PRO 4-3

FROM: L. W. Rufleth
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Lincoln St.-Main St. (Mt. Angel)
West Marquam St.
Marion County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 3 : F. T. Lacey

EJH
12-24-75

RECEIVED
STATE HWY ENGR
DEC 2 1975

RECEIVED
COUNTY & CITY SECTION
JAN 6 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 17, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project OS-2401(-)
Lincoln Street-Main Street (Mt. Angel)
West Marquam Street
Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 5 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William L. Krapun
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 13, 1975

A. PROJECT IDENTIFICATION

OS-2401(-)

Name of Project "Lincoln St.-Main St. Section (Mt. Angel), West Marquam St., Marion County, Oregon.
(Section)

Location of Project W. Marquam St. 1
(Highway Name) (Highway No., US - ORE)

Mt. Angel (City) | Marion (County) | 2 (Region)

Program OFF-SYSTEM-ROADS (Funding) $100,000 (Estimated Cost) to be assigned (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To reconstruct and improve an existing facility from a rural configuration into an urban roadbed section, conforming to the arterial designation as proposed in the Mt. Angel Comprehensive Plan, and to improve the capacity and safety to meet the demands of existing and projected traffic volumes.

Origin and History: On July 7, 1975 the Mt. Angel City Council passed a motion instructing the City Administrator to apply for funding assistance on subject project under the Off-Systems Roads Program. The City has subsequently selected a consultant, and filed the required environmental assessment and project request. Field location work on a portion of the project has been accomplished by OSHD.

C. DESCRIPTION OF PROJECT

Length approx. 1300 feet

Termini Westerly terminus at intersection of Lincoln and West Marquam Sts; Easterly terminus at intersection of Main and West Marquam Streets.

Alignment ☐ New ☒ Existing ☐ Combined

3
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) no additional required providing curb radii can be held to 20'+ at intersections.

Typical Section 40' improvement with curbs and walks each side. Two 12' travel lanes and two 8' parking strips between curbs.

Structures none

Characteristics (ADT) 953 ADT; also three trains per day

Traffic count (see attached letter)

Other General Information (or Supplemental information to items) Project involves at grade railroad crossing with branch line of Southern Pacific Railroad; average of 3 trains per day. Existing protection, consisting of one cross-buck and two standard highway stop signs, is considered adequate (see attachment). Intent is to improve West Marguam Street from Main Street to as far west as possible within $100,000 project fund limitation.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Location fixed by existing roadway and right-of-way. Structural design alternatives to be considered in detailed engineering after project finally approved and funds committed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

Description of Project (cont.)

Right-of-Way (acreage and type of land use) no additional required providing curb radii can be held to 20' ± at intersections.

Typical Section 40' improvement with curbs and walks each side.

Structures none

Characteristics (ADT) 953 ADT; also three trains per day.

Traffic count (see attached letter)

Other General Information (or Supplemental information to items)

See attached map showing rail crossing. Three trains per day.

City desires to improve an existing roadway within existing right-of-way, to reasonable local standards. Intent is to improve as much of Marquam Street as possible within available Federal grant and State allotment funds. Total Project Cost not to exceed $120,000.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Location fixed by existing roadway and right-of-way. Structural design alternatives to be considered in detailed engineering after project finally approved and funds committed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Located easterly side of the Willamette Valley above the Willamette River flood plain. Amity silt loam except where it crosses the drainageway which is Dayton silt loam. Amity silt loam is somewhat poorly soil drainage while Dayton is poorly drained. The Amity profile changes from silt loam to silty clay loam at 24 inches below the surface. Permeability of water is moderately slow. The depth to which roots can penetrate is moderately restricted by wetness, partly caused by a high water table that is near the surface during winter and spring. The Dayton profile changes from silt loam to a dense clay at 13 to 25 inches below the surface. Pereability of water is very slow. Roots can penetrate to the claypan.

Residential area, city size lots on both sides of the street. Lawns and ornamental trees and shrubs border the right-of-way.

See City's Comprehensive Plan for land use attached.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land Use: Rural residential area, developed and undeveloped lots;transition area between farmland and small down-town area,which is zoned commercial but mostly undeveloped.Approx. two blocks on the south side of the street from Main to Railroad avenue is zoned commercial.

Noise: Low volume of traffic, farm trucks, and 3 trains per day. Level estimated to be within FHWA guide lines.

Air Esthetics : Generally good with no apparent pollution problems. Some smoke haze during late summer and fall due to field burning. Automotive pollutants not considered significant due to low volume of traffic.

Utilities: City owned water and sewer lines; Northwest Natural Gas; PGE and Mt Angel Telephone. Southern Pacific Railroad.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None required

   Consequences:

2. Estimated Changes in Traffic Patterns: None; Project consists of improving an existing roadway on present location.

   Consequences:

3. Estimated Changes in Land Use: None; Land use controlled by City's Comprehensive Plan.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: none

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: none

   Consequences:

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

None Identified

7. **Potential for Controversial Issues:**

None Anticipated

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

In accordance with FHPM 772, Section 10, Subsection E, paragraph 2, it is recommended that this project be considered as a Category 3, Non-Major Action Project.

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

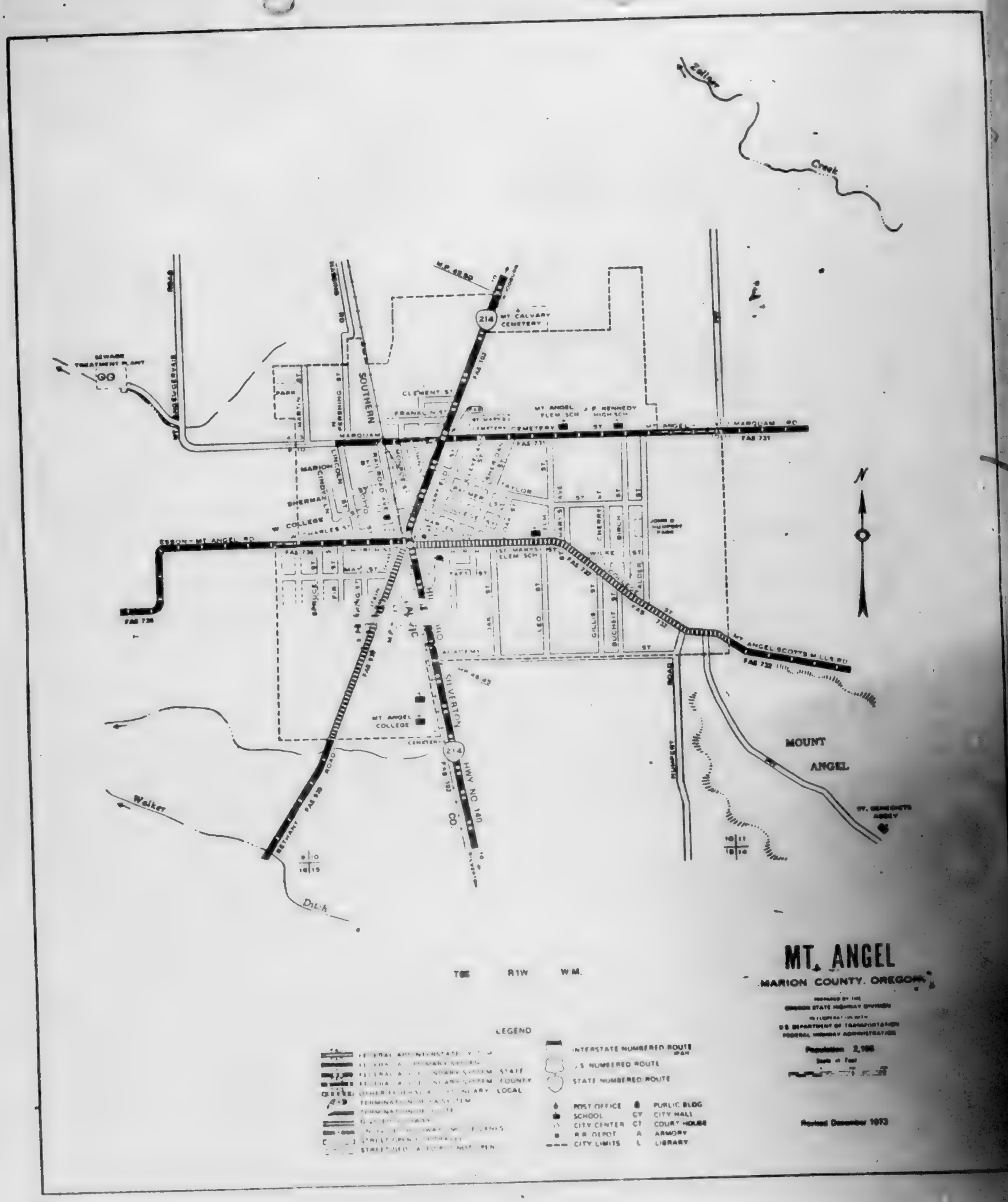
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____


Zollner
Creek
MT CALVARY CEMETERY
214
SEWAGE TREATMENT PLANT
99E
SOUTHERN
MT ANGEL
ST. MARQUAM RD
FAS 731
MARION
SHERMAN
W COLLEGE
EVANS
TAYLOR
ST MARYS ELEM SCH
MT ANGEL SCOTTS MILLS RD
FAS 732
SILVERTON
HWY NO 140
MT ANGEL COLLEGE
CEMETERY
BETHANY FAS 838 ROAD
Walker
Ditch
MOUNT
ANGEL
ST. BENEDICTS ABBEY
T8S R1W W.M.
MT. ANGEL
MARION COUNTY, OREGON
Population 2,196
Revised December 1973
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

RECEIVED
SEP 24 1975

RE	RCE	RME	RT	RCE
UTE	REO	RSO	RSC	RTE

FILE: ROW 18-2

September 23, 1975
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Phillip O. Stearns
Regional Federal Aid Engineer

E. Salem Highway Bldg.

SUBJECT: RR Traffic Control Devices
Off System Project
City of Mt. Angel
Marion County

I have reviewed the traffic count and other data which you submitted to me for Marcum St. in the City of Mt. Angel. In reviewing the accident prediction listing by PUC, revising the AADT to roughly 1,000, the five-year predicted accident rate is 0.14 accidents. The existing protection at the crossing consists of one cross-buck and two standard highway stop signs. There has been one accident at this crossing in the period of 1964 to 1974 inclusive.

Based upon the foregoing data it would be my considered opinion that the two stop signs currently existing on the crossing would be adequate protection for this railroad grade crossing. PUC figures indicate that there are only an average of three tain movements at this crossing per day and the use of fully automatic grade crossing protection devices is not justified on this small amount of rail volume [illegible] the relatively low vehicular traffic count. If there is any further information I can provide you on this matter please contact me.

JEC:jk

Copy: Lee Layman

RECEIVED
SEP 25 1975
CITY OF MT. ANGEL

8565

LEG 7-4-7 OSR P
Rgn 2

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

December 22, 1975

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

Per attached list

RECEIVED
COUNTY & CITY SECTION
DEC 24 1975
☐ ENGR. ☐ COOR. ☑ UE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

SUBJECT: Off-System Project Funding

A recent review and evaluation of the Off-System project applications has resulted in some minor adjustments to the initial estimates of cost. As a result, the original apportionment of funds for the Off-System Roads Program has now been totally reserved. There are no funds remaining to finance project overruns or other contingencies.

For your information $ has been reserved for your project, which includes 78 percent federal funds and 22 percent local matching funds.

The Highway Division has no assurance the off-system program will be continued. We can only assume this is a "one-shot deal" and will not be extended. Therefore, you should be aware the amount reserved for your project is the total amount of funds available for all engineering as well as contingencies and construction costs. Road and street projects, in particular, should be tailored or shortened, if necessary, to fit the amount reserved for the project. Bridge estimates may increase, however, all project costs in excess of the reserved amount will be a 100 percent cost to the applicant.

Very truly yours,

Phillip O. Stearns

Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

POS/elf
cc: L.W. Rubin

DEC 1975

OFF-SYSTEM PROJECTS
RESERVED FUNDS

REGION 2

12/17/75

Local Agency	Project Name	Reserved Funds
Marion County	Champoeg Road-Case Road Section of Giesy-Yergen Road	$430,500
Tillamook County	Tillamook River (Burton) Bridge	450,000
Mt. Angel	Main Street to railroad tracks on Marquam Street	100,000
Clatsop County	Smiley's Hole (S. Fork Klaskanine River) Bridge, and Rock Bluff (N. Fork Klaskanine River) Bridge	300,000
Scio	NW 1st Avenue-NW 4th Avenue Section of NW Beech Street	100,000
Linn County	Sodom River (Linn West Road) Bridge	225,000
		$1,605,500

8565

Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project OS-2401(-)
Lincoln Street-Main Street (Mt. Angel)
West Marquam Street
Marion County
Project Assessment

DATE: December 17, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 5 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William L. Kyper
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
DEC 19 '75
REFER TO
Rulien
FOR
Info Inv RW Sec Sig Air
Cy Schroeder

8565

OSR
Mt Angel

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 24, 1975

FILE: LEG 7-4-7
(Marion Co.)

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT:

TO: Don Harwell
COUNTY-CITY ENGINEER

ATTENTION: Bob Prange
RURAL ENGINEER

Attached is the Environmental Assessment for the Mt. Angel Off-System Project.

The Assessment has been reviewed by Eddie Welsh, Region Environmentalist, and revised by the Consultant per Eddie's recommendations.

Please process the Assessment through normal channels.

Copy to: Gravy Foster
11/26/75
DR

POS/elf

Attach.

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 13, 1975

A. PROJECT IDENTIFICATION

Name of Project "Lincoln St.-Main St. Section (Mt. Angel), West Marquam St., Marion County, Oregon
(Section)

Location of Project W. Marquam St.
(Highway Name) (Highway No., US - ORE)

Mt. Angel (City) | Marion (County) | 2 (Region)

Program OFF-SYSTEM-ROADS (Funding) $100,000 (Estimated Cost) to be assigned (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To reconstruct and improve an existing facility from a rural configuration into an urban roadbed section, conforming to the arterial designation as proposed in the Mt. Angel Comprehensive Plan, and to improve the capacity and safety to meet the demands of existihg and projected traffic volumes.

Origin and History: On July 7, 1975 the Mt. Angel City Council passed a motion instructing the City Administrator to apply for funding assistance on subject project under the Off-Systems Roads Program. The City has subsequently selected a consultant, and filed the required environmental assessment and project request. Field location work on a portion of the project has been accomplished by OSHD.

C. DESCRIPTION OF PROJECT

Length approx. 1300 feet

Termini Westerly terminus at intersection of Lincoln and West Marquam Sts; Easterly terminus at intersection of Main and West Marquam Streets.

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) no additional required providing curb radii can be held to 20'+ at intersections.

Typical Section 40' improvement with curbs and walks each side. Two 12' travel lanes and two 8' parking strips between curbs.

Structures none

Characteristics (ADT) 953 ADT; also three trains per day

Traffic count (see attached letter)

Other General Information (or Supplemental information to items) Project involves at grade railroad crossing with branch line of Southern Pacific Railroad; average of 3 trains per day. Existing protection, consisting of one cross-buck and two standard highway stop signs, is considered adequate (see attachment). Intent is to improve West Marquam Street from Main Street to as far west as possible within $100,000 project fund limitation.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Location fixed by existing roadway and right-of-way. Structural design alternatives to be considered in detailed engineering after project finally approved and funds committed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

Description of Project (cont.)

Right-of-Way (acreage and type of land use) no additional required providing curb radii can be held to 20' ± at intersections.

Typical Section 40' improvement with curbs and walks each side.

Structures none

Characteristics (ADT) 953 ADT; also three trains per day.
Traffic count (see attached letter)

Other General Information (or Supplemental information to items)
See attached map showing rail crossing. Three trains per day.
City desires to improve an existing roadway within existing right-of-way, to reasonable local standards. Intent is to improve as much of Marquam Street as possible within available Federal grant and State allotment funds. Total Project Cost not to exceed $120,000.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Location fixed by existing roadway and right-of-way. Structural design alternatives to be considered in detailed engineering after project finally approved and funds committed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [X] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Located easterly side of the Willamette Valley above the Willamette River flood plain. Amity silt loam except where it crosses the drainageway which is Dayton silt loam. Amity silt loam is somewhat poorly soil drainage while Dayton is poorly drained. The Amity profile changes from silt loam to silty clay loam at 24 inches below the surface. Permeability of water is moderately slow. The depth to which roots can penetrate is moderately restricted by wetness, partly caused by a high water table that is near the surface during winter and spring. The Dayton profile changes from silt loam to a dense clay at 13 to 25 inches below the surface. Pereability of water is very slow. Roots can penetrate to the claypan.

Residential area, city size lots on both sides of the street. Lawns and ornamental trees and shrubs border the right-of-way.

See City's Comprehensive Plan for land use attached.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land Use: Rural residential area, developed and undeveloped lots;transition area between farmland and small down-town area,which is zoned commercial but mostly undeveloped.Approx. two blocks on the south side of the street from Main to Railroad avenue is zoned commercial.

Noise: Low volume of traffic, farm trucks, and 3 trains per day. Level estimated to be within FHWA guide lines.

Air Esthetics : Generally good with no apparent pollution problems. Some smoke haze during late summer and fall due to field burning. Automotive pollutants not considered significant due to low volume of traffic.

Utilities: City owned water and sewer lines; Northwest Natural Gas; PGE and Mt Angel Telephone. Southern Pacific Railroad.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:** None required

   Consequences:

2. **Estimated Changes in Traffic Patterns:** None; Project consists of improving an existing roadway on present location.

   Consequences:

3. **Estimated Changes in Land Use:** None; Land use controlled by City's Comprehensive Plan.

   Consequences:

4. **Expected Adverse Effects on Natural Ecological Resources:** none

   Consequences:

5. **Expected Adverse Effects on Cultural and Scenic Resources:** none

   Consequences:

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

None Identified

7. **Potential for Controversial Issues:**

None Anticipated

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

In accordance with FHPM 772, Section 10, Subsection E, paragraph 2, it is recommended that this project be considered as a Category 3, Non-Major Action Project.

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

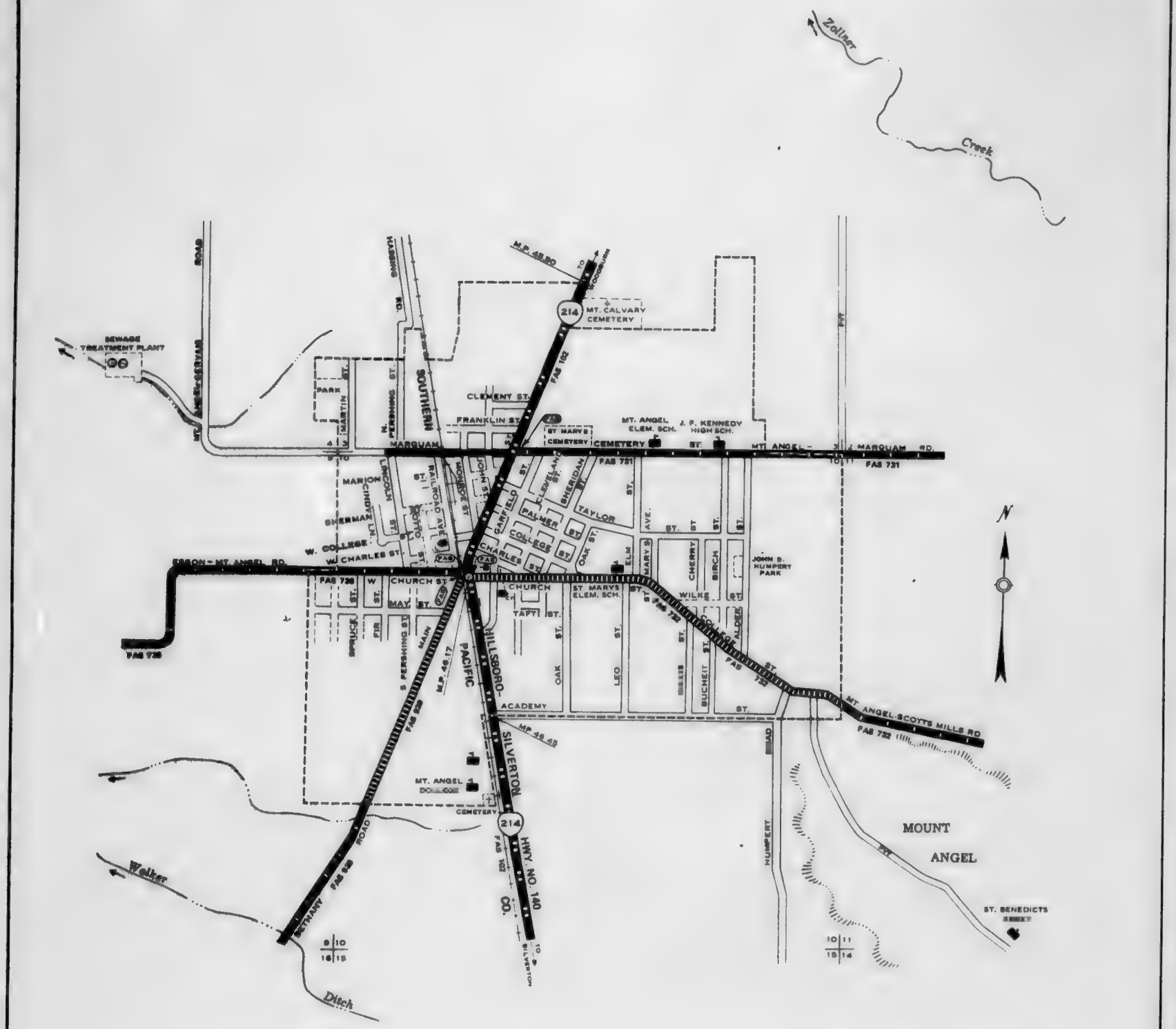
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____



T6S R1W W.M.

MT. ANGEL

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 2,196

Scale in Feet

Revised December 1973

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAII)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 23, 1975

Salem, OR 97310

RECEIVED
SEP 24 1975
RE ... 2 ENGINEER

RE | RCE | RME | RT. | ROE
UTE | GEO | RSO | ROC | RFE

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Phillip O. Stearns
Regional Federal Aid Engineer

E. Salem Highway Bldg.

SUBJECT: RR Traffic Control Devices
Off System Project
City of Mt. Angel
Marion County

I have reviewed the traffic count and other data which you submitted to me for Marcum St. in the City of Mt. Angel. In reviewing the accident prediction listing by PUC, revising the AADT to roughly 1,000, the five-year predicted accident rate is 0.14 accidents. The existing protection at the crossing consists of one cross-buck and two standard highway stop signs. There has been one accident at this crossing in the period of 1964 to 1974 inclusive.

Based upon the foregoing data it would be my considered opinion that the two stop signs currently existing on the crossing would be adequate protection for this railroad grade crossing. PUC figures indicate that there are only an average of three tain movements at this crossing per day and the use of fully automatic grade crossing protection devices is not justified on this small amount of rail volume coupled with the relatively low vehicular traffic count. If there is any further information I can provide you on this matter please contact me.

JEC:jk

Copy: Lee Layman

RECEIVED
SEP 25 1975
CITY OF MT. ANGEL

Map 1

THE

MOUNT ANGEL

COMPREHENSIVE PLAN

LEGEND

- Single Family
- Multi Family
- Commercial
- Industrial
- Public & Semi-Public
- Agriculture

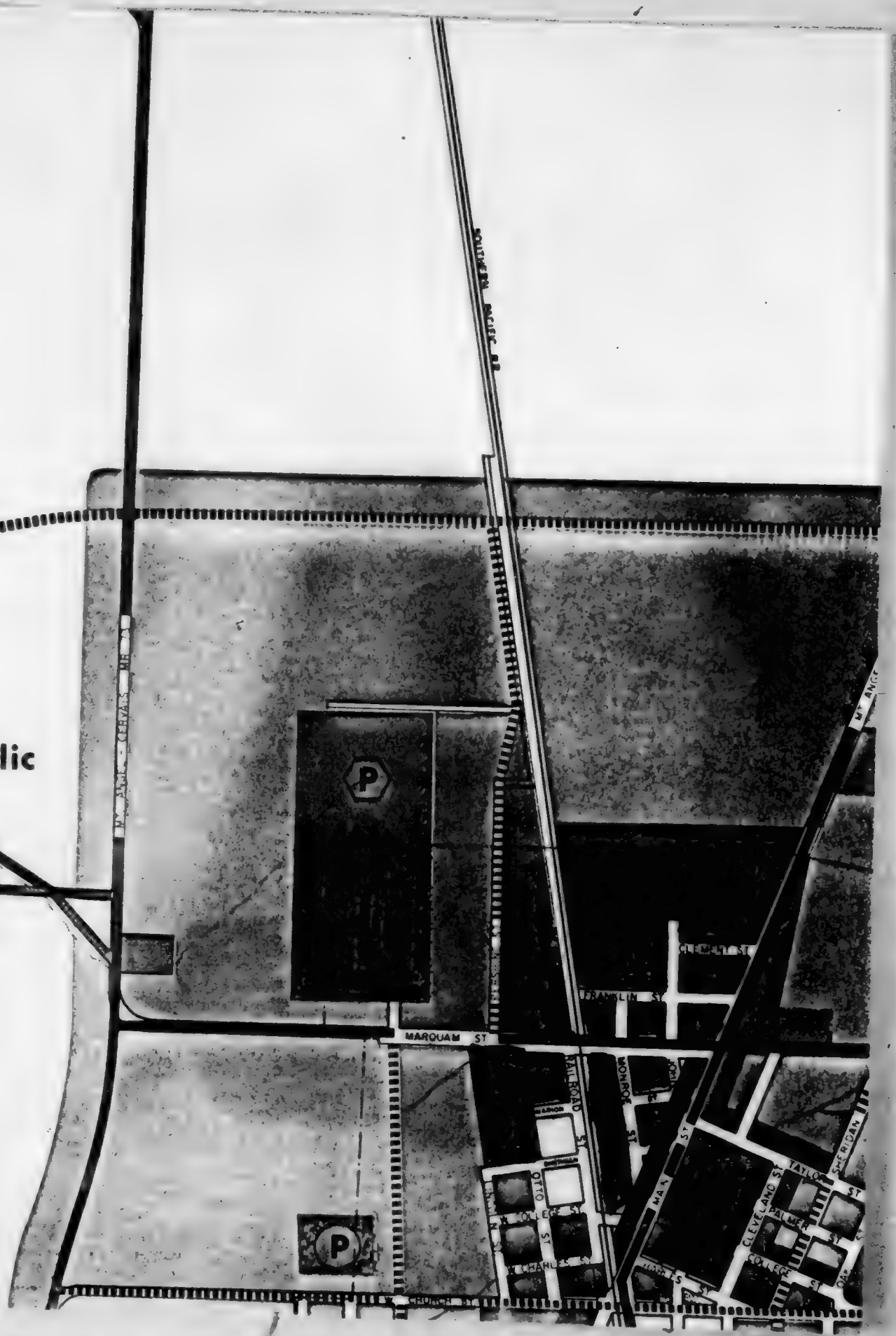
Schools

Existing (E) Proposed (P)

Parks

Existing (E) Proposed (P)

- Arterial



MOUNT ANGEL

EXISTING GENERALIZED LAND USE

LEGEND

- Single Family
- Multi Family
- Local Business
- General Business
- Semi-Public
- Public
- Industrial
- Park & Park-like Areas
- Agriculture - Vacant
- Schools

NOV. 1965

N

0 200 400 800
SCALE IN FEET

8565

OFF SYSTEM
Mt Angel

RECEIVED
COUNTY & CITY SECTION
NOV 6 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 4, 1975

Westech Engineering, Inc.
200 Lancaster Drive SE
Salem, Oregon 97301

Dear Mr. Ferris:

This is in response to your letter of 10-15-75 in which you posed several questions regarding the Off-System Program. I will answer numerically as you listed them.

1. Mr. Larry Ruliens letter of 9-8-75, answers this in paragraph 4. Briefly-reasonable local standards reflecting good engineering judgement.

2. Answer to 1. applies.

3. OSHD standards and specifications will apply modified with your special provisions.

4. Inspection and foundation exploration depend on the size of the project. You may have foundation information in the OSHD Marquam Street location material I furnished you. Copies of OSHD testing frequencies are attached for your information.

   I'm sorry that I cannot be more specific regarding this subject. Perhaps you would be interested in a roundtable discussion with our people on this.

5. You received some of the information we have October 15, 1975. I am checking to see if foundation information is available. As mentioned previously, you may already have this information.

6. Our drafting standards apply to all Federal-Aid projects and are as discussed at the conference. If you feel our standards are too restrictive, I suggest you use detail sheets for those items you cannot clarify on plan sheets.

7. This statement is true.

Hal/K Geo/R

8. a. There will be reviews, meetings, and conferences necessary with OSHD, the public, and the local officials. I cannot predict the extent of these meetings. Public participation is covered in the Action Plan. OSHD and local official liaison should be an on-going function.

   b. Acceptable.

   c. Answers to questions 1, 3 and 6 are applicable to item 6.

   Item 7 is a little tough. Without knowing what bid items are to be included in your project, I couldn't advise you of all the methods and forms necessary. Note that these methods and forms are to be used as a guide in the development and prosecution of the project. Perhaps a roundtable discussion would help answer this also, as in question 4.

   d. I am advised we cannot change this item. Refer to item 19. You always have recourse to court action.

9. The Consultant Agreement could reflect requirements of the Oregon Action Plan and regulatory agencies on a fair fee basis.

   OSHD, however, would program preliminary engineering with an included amount to cover your costs for this item.

This completes your questions. If you wish to participate in a roundtable discussion, please advise and I will arrange.

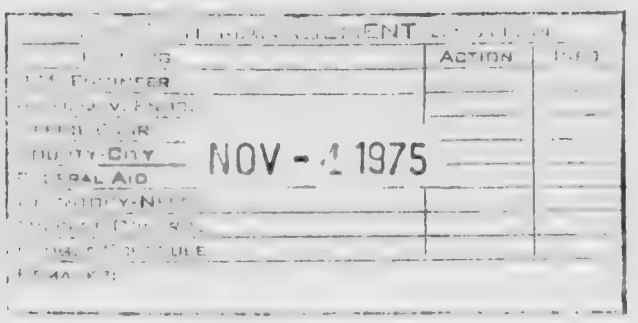
Very truly yours,

Phillip O. Stearns

Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

POS/elf

cc: L. W. Rulien w/attachs.



WE **Westech Engineering, Inc.**
CONSULTING ENGINEERS AND PLANNERS

PRINCIPALS
C. H. STEKETEE, P.E.
H. C. FERRIS, P.E.

200 Lancaster Drive S.E.
SALEM, OREGON 97301
Telephone 585-2474

October 15, 1975

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
Oregon State Highway Division
East State Highway Bldg.
Salem, Oregon 97310

Re: Off Systems Roads Program; City of Mt. Angel - Marquam Project

Dear Mr. Stearns:

Enclosed is the revised Environmental Assessment which the City has prepared pursuant to consultations with representatives of your Division. We have added a few comments to complete the form, and we have attached land use maps etc.

We feel that this project should qualify under Category 3, non-major action. It involves the improvements to an existing roadway within existing right-of-way. The City has indicated an estimated project cost of $100,000, which may not be sufficient to complete the project all the way to Lincoln Street. An upper limit of approximately $120,000 should be placed on the total project cost, with construction taking place only to the extent possible within this amount.

There are several program requirements which need to be resolved prior to consumation of the project agreement between the City and OSHD, as they can substantially affect project costs. Similarly, we request clarification on some of the engineering requirements so that we can estimate manpower and related costs prior to execution of the consultants agreement. The main items in question are these:

1. Initial verbal and written information provided us indicated that AASHO 1970 Part I Rural design guidelines would apply to local streets constructed under the Off System Roads program. Subsequent communications with the Project Management Section of OSHD indicated that there are no specific design standards to be followed in cities of less than 5000 population; reasonable local standards could be used if consistent with good design practice and adjacent street developments. Please advise which design standards, if any, apply.

2. Should Part I Rural design standards apply, we would appreciate a response to questions No. 1 through 4 as raised in our August 25 letter to FHWA (attached) which was referred to OSHD for reply. In particular, the 50' radius on inside edge of pavement at intersections could result in right-of-way takings and reclassify the project.

3. If structural design of the roadway can be in accordance with reasonable local standards, please respond to Item 5.c of our August 25 letter. The proposed design, material and workmanship standards which we earlier submitted to OSHD for review could readily be adapted for use in Mt. Angel with a minimum of engineering expense. It is our feeling that these standards could be coupled with the contractual provisions, payment bases, etc. of the OSHD 1974 Standard Specifications for Highway Construction to come up with a complete and workable package.

4. Please advise as to the extent of inspection, foundation exploration, and materials testing requirements per Item 5.d of our August 25 letter. We would appreciate a copy of OSHD minimum testing requirements if these are to apply.

5. We understand that almost half of the proposed Marquam Street project has been designed by OSHD, and that applicable contract documents are in a condition ready for bidding. Will these documents be made available to us so that all of the proposed work can be combined into one project? Will CBR and compaction control test data performed by OSHD be made available to us for reference purposes to eliminate any duplications.

6. At the conference OSHD sponsored not long ago on federal aid road projects, reference was made to certain drafting standards. These involved sheet size and format, horizontal and vertical scales, standard legends, etc. We believe that these were intended to apply to FAU and FAS-C projects, and not necessarily Off System Road Projects. Our considerable experience with local street improvement projects indicates that H & V scales need to be carefully selected on a per project basis, to clearly show the work requirements without congestion of existing/proposed utilities etc. Will we have the lattitude to select drawing scales, appropriate legends, etc.? If not, please furnish the standards that will apply.

7. We understand that the consultant is to furnish OSHD with one set of project documents only. Also, OSHD will handle all reproduction of documents, contractor prequalifications, plan distributions, project bidding and contract award requirements. Please confirm.

8. Regarding the Consultant's Agreement, we request clarification on the following items in order to be able to make a fair proposal for the work:

   a. Things to be Done by Consultant:
      Please advise as to the extent of reviews, meetings and conferences required. We feel that it would be appropriate

to establish a reasonable limit on this work to be accomplished under the basic fee.

b. General Provisions, Item 2:
We note that the actual costs of foundation drilling are handled as special services reimbursed to the consultant at actual costs. We suggest that material and quality control tests be included in this category, as not many consultants have sufficient testing facilities in house. It is our intention to secure proposals for all foundation and testing work considered necessary from commercial testing laboratories. Please advise if this is acceptable.

c. General Provisions, Items 6 & 7;
Verify applicable design standards, and procedures, methods and forms as requested under Items 3 and 6 hereof.

d. General Provisions, Item 10;
As previously mentioned this clause is not insurable, and it will need to be revised before a consultant can execute the agreement. We suggest that normal arbitration clauses be substituted as a precedent to legal action.

9. Upon verification of the consultants work requirements and responsibilities under the above items, we will be in a position to make an engineering proposal for attachment to the Consultant's Agreement. We expect that engineering work per se can be sufficiently defined to fairly determine manpower requirements and engineering related expenses. The additional requirements of the Oregon Action Plan and regulatory agencies are not, at least at present, sufficiently clear to us to allow estimates of time expenditures on related work items. Accordingly we would prefer to propose a fair fee basis for the actual engineering work under basic services, and handle the latter requirements on an hourly basis as needed, under special services. The alternative would be proposing a fee sufficiently high to cover the risk of the unknowns. We do not feel that this would be either fair to our client, or good use of public funds.

We are confident that the above matters can be resolved to the mutual satisfaction of all parties concerned. We appreciate your assistance and advice, and we look forward to working with your people on this project.

Yours very truly,

WESTECH ENGINEERING, INC.

H. C. Ferris, P.E.

HCF/ah
Encl: Noted

CC: City of Mt. Angel

REGION 2 ENGINEER
RECEIVED
OCT 16 1975
RE RCE RME RTE RDE
ULE GEO RSO ROC RFE

8565

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

October 8, 1975

RECEIVED
OCT 10 1975

Mr. Phillip O. Stearns
Regional Federal Aid Engineer, Region 2
Department of Transportation
East State Hwy. Building
Salem, Oregon 97310

Dear Mr. Stearns:

Monday evening the City Council met and considered engineering consultants for the Marquam Street Off-System Project. The names of the three firms they considered were M. G. Boatwright and Associates, Westech Engineering Inc., both of Salem, and Kraus and Palke Consulting Engineers of Albany. The credentials and fees of each firm were comparible and would have qualified for the work. However Karl Ferris of Westech Engineering was selected because we have had a recent street project with them and it was very satisfactory. Also Mr. Ferris handled a major storm drainage project last year for the city and is well aquainted with this phase of our problems.

I feel full and honest consideration was given by the Council in this selection. I hope it meets with your instructions.

We are working on the assessment documents and will get it to you as soon as Mr. Ferris completes some parts for us.

Sincerely,

V. Lee Layman

V. Lee Layman
City Administrator

sjt

RECEIVED
COUNTY & CITY SECTION
OCT 15 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8565

CSR Mt Angel

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 8, 1975

FILE: 324-1472

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

SUBJECT: Off-System Program
Project Change Request
City of Mt. Angel

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached is a letter from Mt. Angel City Manager, Lee Layman, requesting the Monroe Street Section be removed from their proposed project.

The City has awarded a contract for improvement of Monroe. The contractor is due to move in very soon. The option of canceling the contract and paying a penalty was discussed with Mr. Layman. This could have been less expensive for the City, however, the council elected to honor the contract.

Mr. Layman indicates the council wishes to extend the Marquam Street Section to the railroad. I believe they would remain within their funding capacity and recommend approval of their proposal.

POS/elk

Attach.

RECEIVED
COUNTY & CITY SECTION
AUG 8 1975
ENGR. COOR. OE AE UE
UPE CE RE RPE

324-1472

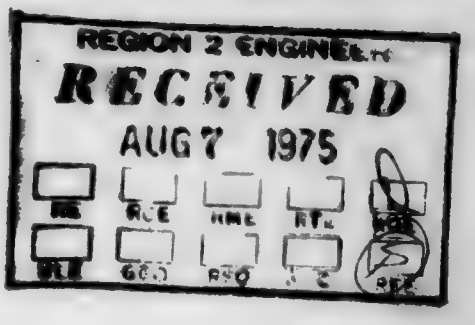
THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362



August 6, 1975

Philip O. Sterns
Regional Federal Aid Engineer-region 2
Department of Transporation
East State Hwy Bldg.
Salem, Oregon 97310

Dear Mr. Sterns:

This is to confirm our conservation of this date.

Due to the present set of circumstances the council feels they would like to withdraw Monroe Street from the Off-System Roads Program. However they would like to extend the Marquam Street portion of the project approximately 200 feet. This would take it up to the railroad track. This is a much needed section. In fact it should have been included in the original proposal.

Thank you very much for your good help on this project. I'm certain some day we will see the results of those efforts.

Let me know the next step I need to take.

Thanks again,

V. Lee Layman

V. Lee Layman
City Administrator

VLL:mll

8565

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed Off-System Roads Projects

AGENDA
JUL 30 1975
4-9

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the projects is ~~$193,600.~~ 105,000.

OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

Omit

CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

Omit

CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

~~3,087,800~~ 3,104,800

The total estimated cost of these projects is ~~$3,392,800~~ of which ~~$2,646,384~~ will be federal costs and ~~$746,416~~ will be the responsibility of the local agencies. There will be no cost to the State.

~~679,316~~ 683056

~~2,408,484~~ 2,421,744

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

NOTED
C. W. HEAD

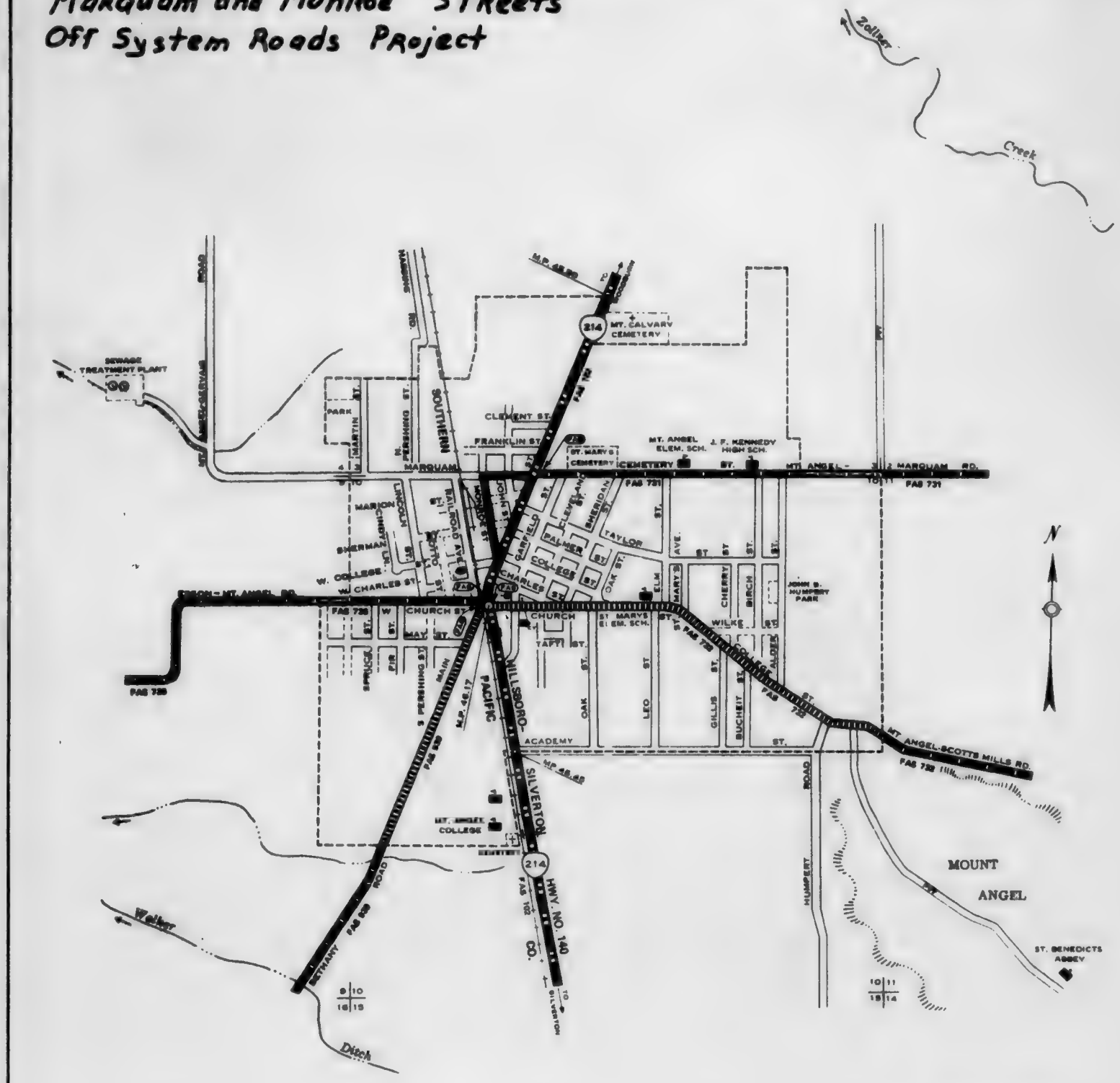
CITY OF MT. ANGEL
Proposed OSR Project

Project No. OS-2401(1)
Marquam Street from Monroe St. to Main St. and
Monroe St. from Main St. to Marquam St.
Grade, Drain, Base, Curb and Pave
$92,000

Grade, drain, base and pave the sections of streets described above. The streets are to be 40 feet between curbs. State is to perform engineering and make up plans and award the contract.

NOTE: THIS PROJECT IS DEPENDENT UPON APPROVAL OF A SPECIAL CITY ALLOTMENT PROJECT.

Marquam and Monroe Streets
Off System Roads Project



T6S R1W W.M.

MT. ANGEL

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 2,196

Scale in Feet

Revised December 1973

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
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- DIVIDED HIGHWAY
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- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R R DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

8565

Mt Angel - Off-system ✓
X-ref sch

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 13, 1975

FILE: LEG 7-4-7
(Marion Co.)

Project # OS-2401(1)

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

SUBJECT: Off-System Project Request
City of Mt. Angel

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached is a letter from Mr. V. Lee Layman of Mt. Angel in which he mentions the off-system program. Mr. Layman doesn't specifically request off-system funding, but this is his intent.

Mt. Angel was granted an SCA of $25,000. The intent is to use the SCA grant for matching funds, since the project inflated to a cost out of their reach.

Mr. Layman is proposing to extend the project to include Monroe Street from Marquam to Main. This would bring the total estimated cost to $92,000. This is within the limiting criteria of our off-system program.

I recommend the project be approved for off-system funding. ✓

RECEIVED
COUNTY & CITY SECTION
JUN 16 1975
☑ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

POS/elk

Attach.

LEG 7-4-7
(Marion Co.)
Project #
OS-2401(1)

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

June 11, 1975

Philip O. Stearns
Regional Federal Aid Engineer - Region 2
Highway Division
Department of Transportation
E. State Hwy. Bldg.
Salem, Oregon 97310

Dear Mr. Stearns:

Thank you for calling to my attention the Off-System Roads Program. Somehow or another I had not received the material before.

It would be excellent if we could do the Marquam Street project (see attached map colored in green). The state has it all ready for bid and the only thing holding us back is the money. Their estimate was $52,000.

Also another short street we have had lots of pressure to do is Monroe Street from Marquam to Main. (see map colored orange). Estimated cost approximately $40,000. Both these programs would work together nicely it seems to me.

I appreciate your assistance. Please tell me what the next step is on our part.

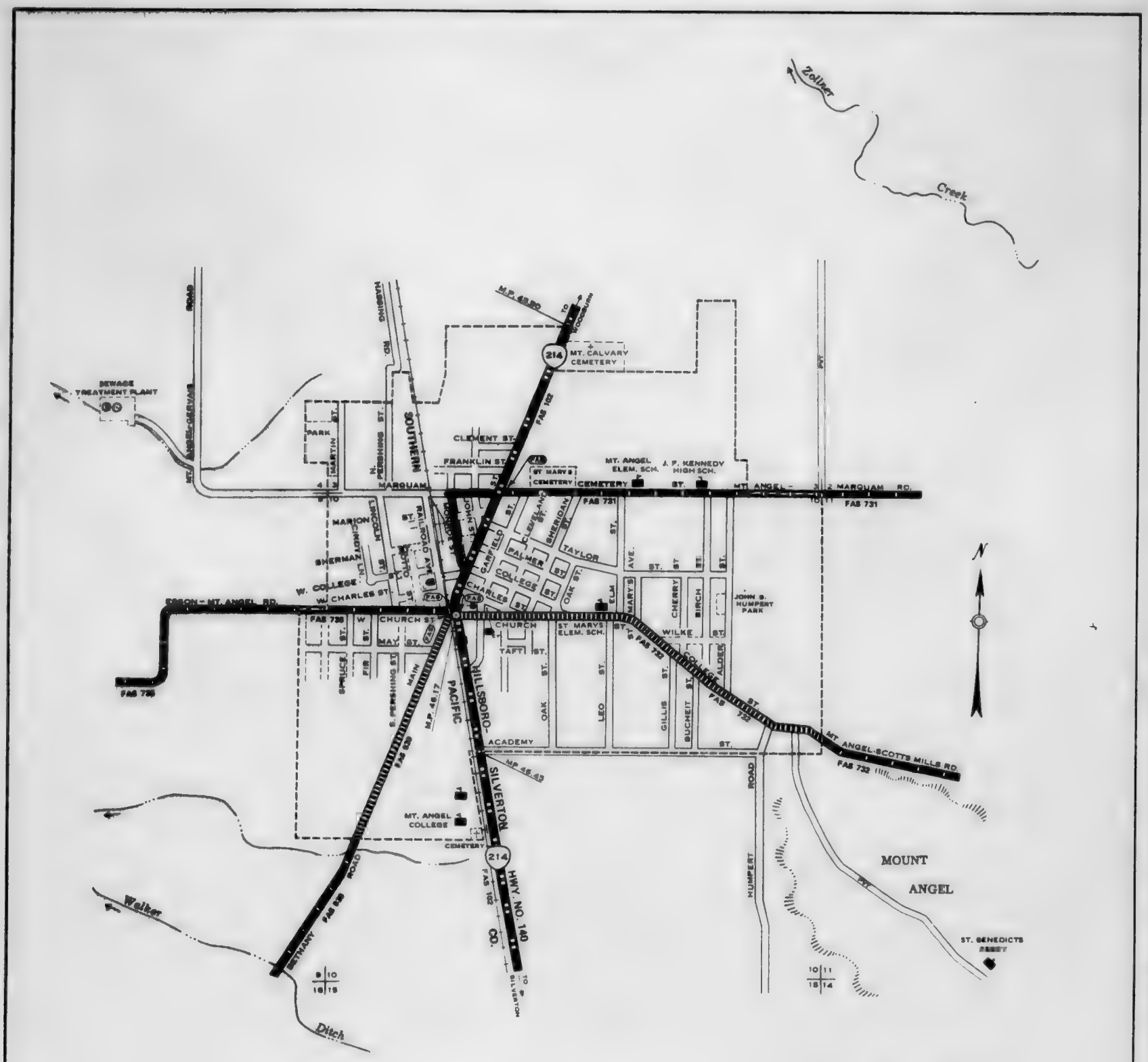
Sincerely,

V. Lee Layman

V. Lee Layman
City Administrator

VLL:mll
Enc.

RECEIVED
COUNTY & CITY SECTION
JUN 16 1975
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



RECEIVED
COUNTY & CITY SECTION
JUN 16 1975
☐ ENGR. ☐ CUUR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

T6S R1W W.M.

MT. ANGEL

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 2,196

Scale in Feet

Revised December 1973

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (PAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

June 3, 1975

Oregon State Highway Division
Richard Unrein
Urban Engineer
County-City Unit
Salem, Oregon 97310

Attention: Gary E. Zehner

Dear Mr. Unrein:

It was the unanimous decision of the City Council at their monthly meeting last night to ask that this project be withdrawn. The city nor the property owners were able to meet the increased estimate of $52,000.

We appreciate your work on this project and hope you can understand our problems here.

Sincerely,

V. Lee Layman

V. Lee Layman
City Administrator

VLL:mll

cc: Road Design
Region 2

6-16-75 Talked to Phil Stevens about use of off System money to Construct this project, using STA funds as match money. will contact Fred & ... and ...

RECEIVED
COUNTY & CITY SECTION
JUN 4 1975
ENGR. COOR. OE AE UE
UPE OCE RE RPE

Robert W. Straub

May 29, 1975

City of Mt. Angel
P. O. Box 105
Mt. Angel, Oregon 97362

Attention: Mr. V. Lee Layman
Administrator

Re: 1975 Special City Allotment Project
Mt. Angel (Marquam Street)
City of Canby

Dear Mr. Layman:

Our present estimate on the subject project, based upon the approved preliminary plans, is now $52,500. This is in accordance with our telephone conversation of this date.

Please advise us by June 5 as to what action we should now take.

Very truly yours,

by GZ

Richard Unrein
Urban Engineer
County-City Unit

FFH:scr

6-3-75
Lee Layman called in regards to Project. Letter Cancelling this Project is in the Mail.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Section Mt Angel (Marquam St.) Programming Estimate $.

Highway City Street Project Length 0.09 mile

County Marion Completion Time

Kind of Work Grading and Paving

Prefix 324-1479- FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 45,658-

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Stage Construction Striping	
Temporary Erosion Control	
Install Truck Scale Mechanism	
Truck Scale House	
Install Temporary Traffic Signals	
Install Water Meter	
Furnish Water	
Laboratory Fees	
Furnish Mail Box Posts	
Pipe Bedding Materials	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	
Adjust Utilities	
_____	
_____	
_____	
_____	
_____	
Misc. Permit Fees	
_____	
_____	
_____	

$ _____

$ 45,658-

Contingencies (4-1/2%) 2,054 61

Engineering (10%) 4,565 80

SUBTOTAL $ —

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 52,218 41

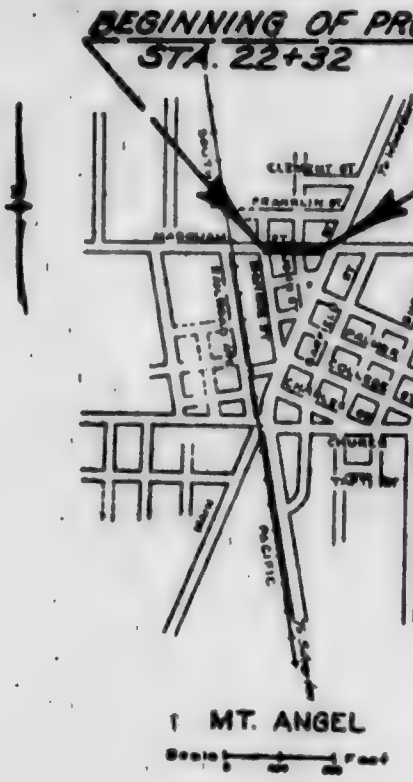
Grading and Paving Marin County

5-22-75
AB.

	Unit	Quant	Unit Cost	Amount
Temporary Protection and Direction of Traffic	All	All	Lump sum	1,030-
Temporary Signs	Sq. Ft	121	9 50	1149 50
Temporary Barricades	Each	2	100-	200-
Flagmen	Hr.	80	14-	1120-
ROADWAY				
Removal of Structures and Obstructions	All	All	600-	600-
General Excavation	Cu Yd	400	10-	4000-
Lime Treated Subgrade	Sq Yd	5270	1 70	8,959
Lime for Treated Subgrade	Ton	59	65	3835
Asphalt in Seal	Gal	790	1 05	829 50
Class "C" Asphalt Concrete	Sq. Yd.	2640	3 75	9900
8-inch Sewer Pipes	Lin. Ft.	80	8 50	680
12-inch Sewer Pipes	Lin. Ft.	290	12-	3480
Concrete Inlets, Type G-1	Each	4	500-	2000
Concrete Walks	Sq. Yd.	51	10-	510-
Concrete Driveways	Sq. Yd.	74	12 50	925-
Sidewalk Ramps	Each	4	550-	2200
Concrete Curbs	Lin. Ft.	880	4 25	3740
Adjusting Manholes	Each	1	500-	500-
				45,658

8565

5-22-75



PIPE DATA

8"Sewer Pipe Shown Shall Be Either Extra
12"Sewer Pipe Shown Shall Be Either Extra
For Details Of Type G-1 Inlets With Spec

(1) Sta. 22+35 To Sta. 22+53
Const. Type G-1 Inlet } -1
With Special Grate }
Inst. 12" Sewer Pipe-18'

(2) Sta. 22+53 To Sta. 22+6
Const. Type G-1 Inlet } -1
With Special Grate }
Inst. 8" Sewer Pipe-40'

(3) Sta. 22+58 Lt.
Remove Inlet-1.
Sever & Plug Exist. 8"Sew

(4) Sta. 24+77 Lt.
Adjust Manhole-1

(5) Sta. 22+53 To Sta. 25+18
Const. Type G-1 Inlet } -1
With Special Grate }
Inst. 12" Sewer Pipe-25

(6) Sta. 25+18 To Sta. 25+28
Const. Type G-1 Inlet } -1
With Special Grate }
Inst. 8" Sewer Pipe-40

(7) Sta. 25+93 To Sta. 26+8
Const. P.C. Sidewalk } -5
4" Thk.

(8) Const. Curb (Type C)-80

(9) Const. Driveway (Type A)

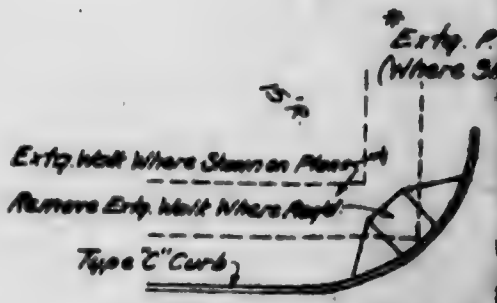
(10) Const. Sidewalk Ramp
See Detail

(11) Const. Sidewalk Ramp
(Not in Curb Radii)

PRELIMINARY COPY
MAY - 2 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OK 5/22/75
Jack Burbidge
Mayor Mt Angel

RECEIVED
COUNTY & CITY SECTION
MAY 23 1975
☐ ENGR. ☑ GOOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

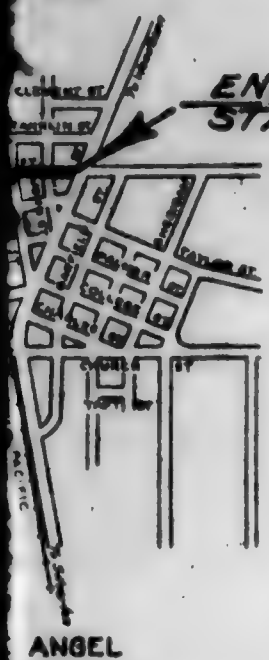


SIDEWALK RAMP
(For Details, See Dwg. No. 8071)

-75

PIPE DATA

8"Sewer Pipe Shown Shall Be Extra Strength
12"Sewer Pipe Shown Shall Be Either Extra Strength or Class 3
For Details Of Type G-1 Inlets With Special Grates See Dwg. No. 2105



(1) Sta. 22+35 To Sta. 22+53 Rt.
Const. Type G-1 Inlet } -1
With Special Grate }
Inst. 12" Sewer Pipe-36'

(2) Sta. 22+53 To Sta. 22+65 Lt.
Const. Type G-1 Inlet } -1
With Special Grate }
Inst. 8" Sewer Pipe-40'

(3) Sta. 22+58 Lt.
Remove Inlet-1.
Sever & Plug Exist. 8" Sewer Pipe

(4) Sta. 24+77 Lt.
Adjust Manhole-1

(5) Sta. 22+53 To Sta. 25+18 Rt.
Const. Type G-1 Inlet } -1
With Special Grate }
Inst. 12" Sewer Pipe-234'

(6) Sta. 25+18 To Sta. 25+28
Const. Type G-1 Inlet } -1
With Special Grate }
Inst. 8" Sewer Pipe-40'

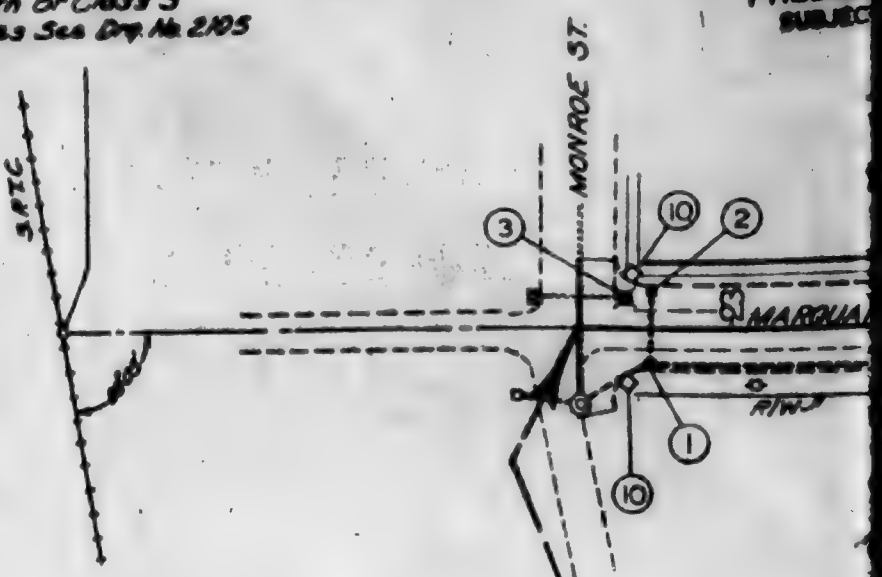
(7) Sta. 25+93 To Sta. 26+84
Const. P.C. Sidewalk } -51 Sq. Yd.
4" Thk.

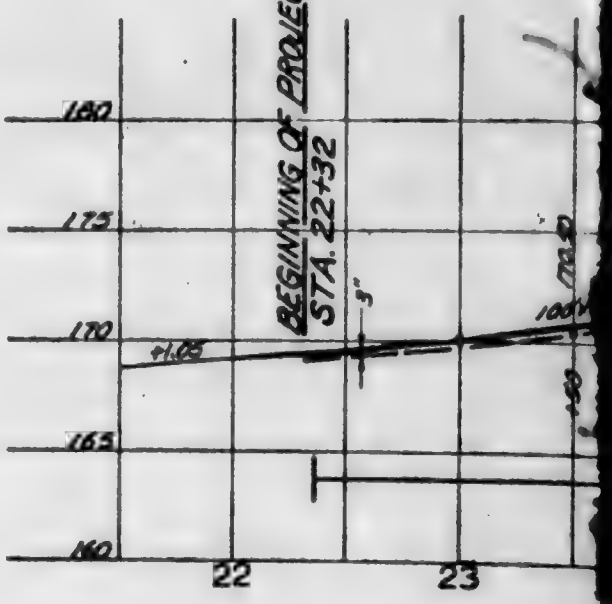
(8) Const. Curb (Type C)-880 Lin. Ft. (Total)

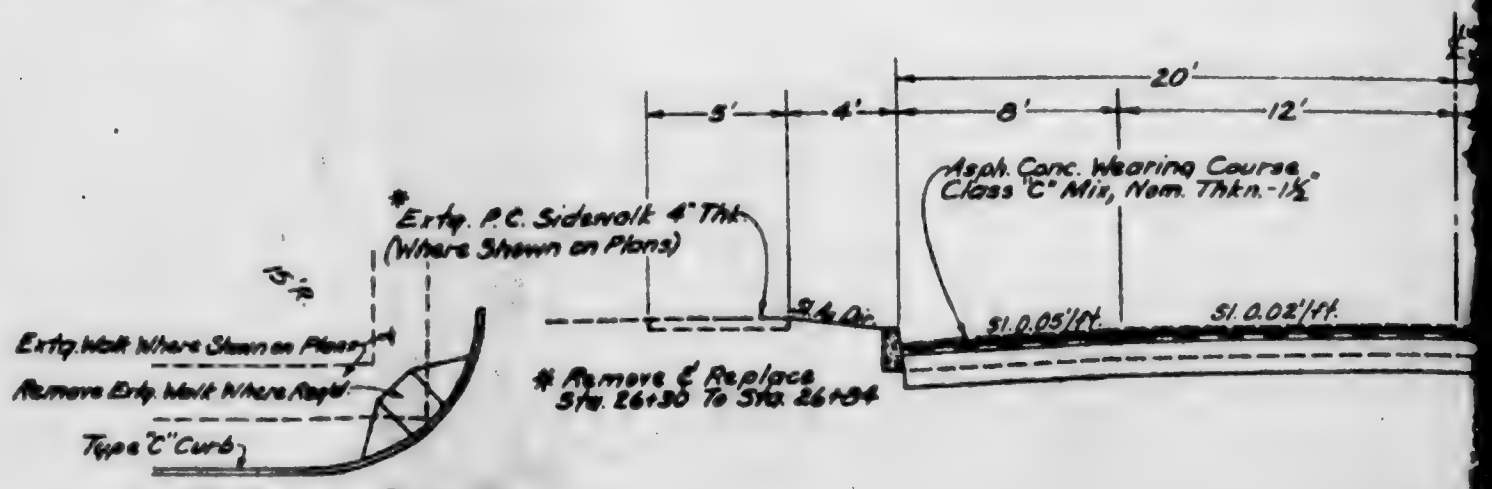
(9) Const. Driveway (Type A)-3 (Total)

(10) Const. Sidewalk Ramp-6 (Total)
See Detail

(11) Const. Sidewalk Ramp-2 (Total)
(Not in Curb Radii)







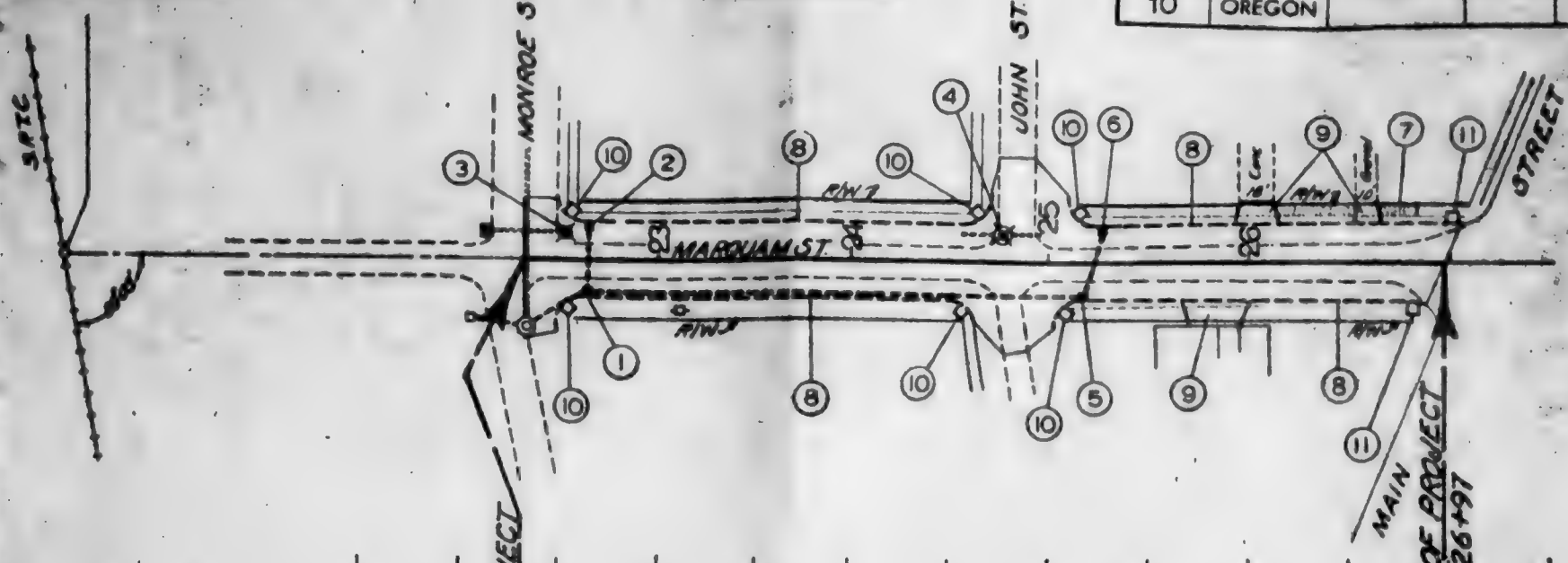
SIDEWALK RAMP
(For Details, See Dwg. No. 2077)

ARY COPY
2 1975
O CHANGE
SIGN UNIT

MT. ANGEL (MARQUAM ST.) SEC. CITY STREET MARION COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

PRELIMINARY COPY
SUBJECT TO CHANGE

...gth or Class 3
...ffic Sea Dwg. No. 2105


MONROE ST.
JOHN ST.
MARQUAM ST.
MAIN STREET
RIW.
RIW.
RIW.

Mt Angel

Robert W. Straub

May 14, 1975

Mrs. Mildred M. Schilling
City Recorder
P. O. Box 105
Mt. Angel, Oregon 97362

Dear Mrs. Schilling:

Enclosed are two sets of preliminary plans for the 1975 Special City Allotment project on Marquam Street. Please have the proper officials review and, if they approve, return one set with their approval noted thereon.

Construction of a 40-foot curbed street, as shown on the preliminary plans, is currently estimated to cost $42,000. The State's share would be $25,000.

Recommended changes you suggest should reach this office by May 25, 1975 to permit any revisions to be made on the plans before they reach the bidders.

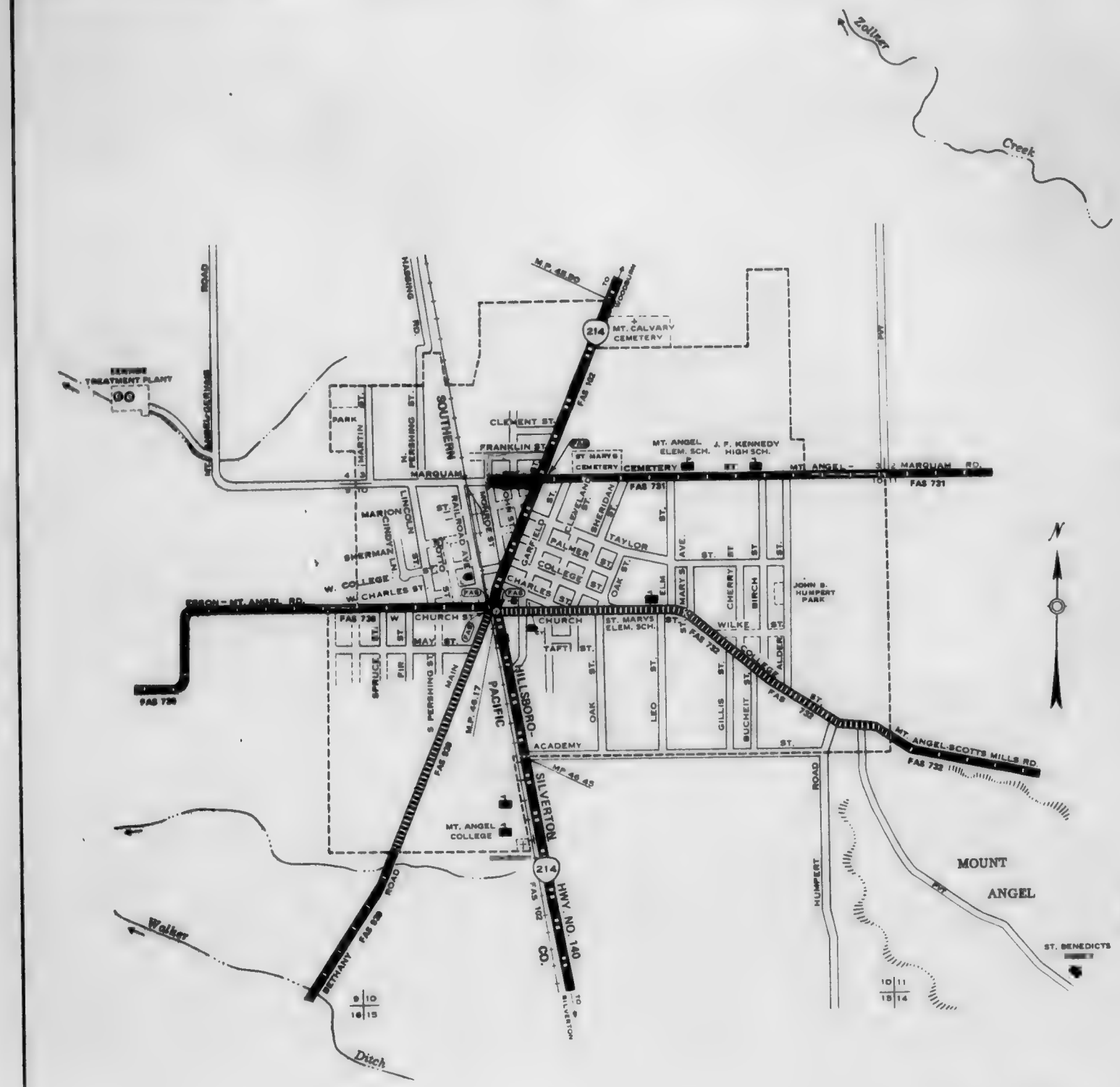
Very truly yours,

Richard Unrein
Urban Engineer
County-City Unit

FFH:scr

Enclosure

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐



T6S R1W W.M.

MT. ANGEL

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 2,196

Scale in Feet

Revised December 1973

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (PAII)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

Co. City

NARRATIVE REPORT
MARQUAM ST. - MOUNT ANGEL
3-18-75

HISTORY: The city of Mt. Angel requested funds from the 1975 Special City Allotment for this project in August 1974. Their request was approved by the Oregon Transportation Commission on December 18, 1974. The city indicated in their request that city funds of approximately $17,000 would be available for the estimated cost of the project in excess of the $35,000 limit authorized under the S.C.A. funding.

R/W: No additional R/W will be required.

TYPICAL SECTION: 40 feet curbed street. Two 12 foot travel lanes and two 8 foot paved shoulders. A five foot concrete walk to be extended or replaced as needed for a continuous walk on the north side. The center line could be shifted 1 or 2 feet to the south to better perserve several flowering trees on the north side of the street. The tentative base design was received from the Base Design Engineer.

DRAINAGE: Extend the existing storm sewer.

UTILITIES: Utility adjustments to be the city's responsibility.

SPECIAL CONDITIONS: Stage construction will be nexessary in order to maintain one-way traffic westbound. The eastbound traffic can be detoured to the south via Lincoln Street. It would be extremely difficult to detour the westbound traffic as the detour would have to begin at a somewhat confusing 5-way intersection at Church and Main Streets with no room for advance signing that would not compound the confusion.

RECEIVED
COUNTY & CITY SECTION
MAR 18 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 5, 1975

TO Memo to File

FROM C.V. Lehman
RESIDENT ENGINEER

SUBJECT Mt. Angel (Marquam St.) Sec.
Marion County
Prefix No. 324-1472

On March 4, 1975, Mr. Cliff Lehman, Resident Engineer, met with Mr. Lee Leyman, Mt. Angel City Administrator, to review the proposed detour signing and handling of traffic during the construction of the above project. The City Administrator voiced his approval of the proposal.

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Section: Monroe St. - Main St

Highway: Marquam St - Mt. Angel

Part

County: Marion

Prefix: 324-147?

ITEM NO.	SPECIFIC'N. NO.	ITEM DESCRIPTION	UNIT				TOTAL QUANTITY	UNIT PRICE
1	110	Mobilization	Lump Sum				All	
2	111	Temp. Protection & Direction of Traf.	Lump Sum				All	1,000
3	"	Temporary Signs	Sq. Ft				121	0.50
4	"	Flagmen	Hour				80	12.50
5	202	Removal of Structures & Obstructions	Lump Sum				All	400
6	203	General Excavation	Cu. Yd.				1,025	4.00
7	206	Trench Excavation	Cu. Yds				115	1.50
8	233	Watering	M-Gal				11	5.00
9	304	1"-0 Aggregate Base	Cu. Yd.				450	10.50
10	307	Lime Treated Subgrade	Sq. Yd				7350	.60
		Lime for Treated Subgrade	Ton				27	75.00
12	402	Class 'B' Asphalt Concrete	Ton				400	35.00
13	603	8" Sewer Pipe	Lin Ft				109	9.50
14	'	12" Sewer Pipe	Lin Ft				271	9.50
15	604	Concrete Manholes - Type 'B'	Each				2	700.00
16	"	Concrete Inlets - Type 'G-1'	Each				4	400.00
17	605	Concrete Walks	Sq. Yd.				30	9.50
18	"	Concrete Driveways	Sq. Yd.				69	12.00
19	609	Concrete Curbs	Lin Ft				880	4.00
20	625	Adjusting Manholes	Each				1	300.00
				Sub Total Contract Bid Items				
		Engineering & Contingencies						
						Total		

ON COST ESTIMATE AND QUANTITY SUMMARY

sheet 1 of 1 sheets
3-3-75

: Monroe St - Main St
y: Morgan St - Mt. Angel

County : Marion
Prefix : 324-147:

Part

ITEM DESCRIPTION	UNIT				TOTAL QUANTITY	UNIT PRICE	AMOUNT
obilization	Lump Sum				All		3,000
ns. Protection & Direction of Traf	Lump Sum				All	1,000	1,000
ecessary Signs	Sq. Ft				121	0.50	1,150
uipmen	Hour				80	12.50	1,000
moval of Structures & Obstructions	Lump Sum				All	400	400
neral Excavation	Cu. Yd.				1,025	4.00	4,120
nch Excavation	Cu. Yds				115	1.50	748
ntering	M-Gal				11	5.00	55
-" Aggregate Base	Cu. Yd.				450	12.50	4,725
e Treated Subgrade	Sq. Yd				2350	.60	1,410
e Cr Treated Subgrade	Ton				27	65.00	1,755
-"B" Asphalt Concrete	Ton				400	7.00	3,020
Sewer Pipe	Lin Ft				109	6.50	709
" Sewer Pipe	Lin Ft				271	9.50	2,575
ncrete Manholes - Type 'B'	Each				2	850.00	1,700
ncrete Inlet - Type 'G-1'	Each				4	440.00	1760
ncrete Walks	Sq. Yd.				30	5.50	225
ncrete Driveways	Sq. Yd.				69	12.00	516
ncrete Curbs	Lin Ft				880	4.00	3520
djusting Manholes	Each				1	200.00	200
		Sub Total Contract Bid Items					25 000
							-
							7792
ineering & Contingencies							
							10,000 by Ewen
		Total					46 700

3-2-75

RCA-75
Mt Angel

3-15-75

SECTION: Marquam Street
HIGHWAY: City of Mt. Angel
COUNTY: Marion

"R" Value 12
Traffic Coefficient (1975-1985 Design Year) 4.0-7.0

Crushed Base Equivalent Requirement 20.5"

ACTUAL THICKNESS	NEW WORK	CREDIT
1.5" A.C. (F.A.)		3.0
3.0" A.C. (I)		6.0
~~5.5"~~ A.B.		5.5
12" ~~6.0"~~ L.T.S.		6.0
16.0"		20.5

Exist 1" AC 3½" Plant Mix

OVER EXISTING

All New Work

1.0"	Asphaltic Concrete Wearing Surface	= 2.0"	Aggregate Base
1.0"	Asphaltic Concrete Base	= 2.0"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Stone Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 1.0"	Aggregate Base
1.0"	Soil Cement	= 1.5"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

65

9

February 11, 1975

City of Mt. Angel
City Hall
Mt. Angel, OR 97362

Attention: Mildred M. Schilling
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5205

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement on Marquam Street from Monroe to Main Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

flm

Att.

cc Don Harwell
(agree. att.)

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

February 5, 1975

Richard Unrein
Urban Engineer
County-City Unit
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Unrein:

Enclosed you will find the three copies of the agreement covering the 1975 Special City Allotment project on Marquam Street, which have been signed by authorized officials.

Also enclosed is A copy of Resolution No. 229, which was passed by the Council on February 3, 1975, authorizing the signing of the Agreement.

Your assistance to us on this project is appreciated.

Sincerely,

Mildred M. Schilling

Mildred M. Schilling
City Recorder

Enc: Agreements
Resolution

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB 6 - 1975
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

Mt Angel
Sept-75

January 30, 1975

Mrs. Mildred M. Schilling
City Recorder
P. O. Box 105
Mt. Angel, OR 97362

Dear Mrs. Schilling:

In reply to your letter of January 27, 1975 concerning the 1975 Special City Allotment project on Marquam Street, we offer the following comments.

The matter of assessment of a portion of the project cost to abutting properties is a matter to be resolved by the City, and the Highway Division would have no objection to it being done on this project. We would, however, point out that the actual cost of the project cannot be determined until after construction has been completed and the final billing has been prepared.

The base design (12" aggregate base, 3" asphalt pavement) and the estimated cost ($42,000) are the result of a reconnaissance investigation and are only approximate. As location and design progress, more precise data will be available and will be furnished to the City. Our objective is to construct an adequate facility at a reasonable cost.

Thank you for your interest in this matter. If you have further questions, please feel free to contact us.

Very truly yours,

George N. Hopkins
Project Development Engineer

JOB:mm

SCA-75
Mt Angel

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

January 27, 1975

RECEIVED
COUNTY & CITY SECTION
JAN 29 1975
ENGR. COOR. GE RE UE
UPE GE RE RPE

Richard Unrein
Urban Engineer
County-City Unit
Highway Building
Salem, Oregon 97310

Re: Improvement of Marquam Street

Dear Mr. Unrein:

Thank you for your letter of January 15, 1975 forwarding copies of an agreement covering the 1975 Specil City Allotment of the above project.

After reviewing the agreement, the Council would like for you to consider the possible changes:

1. Local cost of project be partly assessed to abutting property, with approval of the property owners. A Resolution is being prepared for public hearing.

2. City would like you to investigate possibility of reducing requirements less than 12" of base and 3" of AC being initially proposed.

3. City will have to limit total project to 10% over initial estimate.

We will appreciate your favorable consideration of the above suggestions, and await your reply at the earliest possible date.

Sincerely yours,

Mildred M. Schilling

Mildred M. Schilling
City Recorder

Draft Plan

.8565

SC

PROJECT DATA, CITY OF MOUNT ANGEL, OREGON Date 1974

To be financed by Special City Allotment Fund and necessary city funds.

Street name WEST MARQUAM STREET, FROM MAIN TO MONROE, MARION COUNTY, (Locate project on attached map.) MT. ANGEL, OREGON

Project length 662

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24 feet, width of shoulders: 8 feet

Curbed section; width curb to curb: 40 feet

Remarks

Surface now in place: Oil X Paving ____ Gravel ____

Present surface width: 18 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes X No ____

Give width of intersecting streets: 60 Feet (Monroe and John)

Are intersecting streets curbed? Yes ____ No X

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: ____ feet

City to construct curbs? Yes X No X

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 15 feet

Does city desire special type of curbs? Yes ____ No X - Standard Curb

Explain:

RECEIVED
COUNTY & CITY SECTION
AUG - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes X No___

Present sidewalks, Length: 399 feet; Width: 5 feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes X No___

Width of sidewalks to be constructed: 5 feet

Are sidewalks to be constructed only on one side of street? Yes X No___

Are sidewalks to be constructed on both sides of street? Yes X No___

Give: Length to be constructed and On which side of street

160 feet N. X S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No X

Is utility strip required? Yes X No___; Width: 10 feet

Remarks 399 feet of sidewalk are in place, but will need some repair

STORM SEWERS -

Now in place? Yes__ No X See Note

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes X No___

To be constructed as part of project? Yes X No___

Show location of ... on city map.

SANITARY SEWERS -

Now in place? Yes__ No___ NOTE: City to adjust if required.

If yes, indicate depth of sewers from present surface: 8' ± feet

Remarks Catch basins have been installed at intersection of Marquan and Monroe and storm sewer crosses intersection.

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 2.5' ± feet

Remarks _____

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes X No ___

How many? Two

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks _____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Portland General Electric Company
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No ___

Which company? Mount Angel Telephone

Railroad tracks? Yes X No ___

Which company? Southern Pacific

Is crossing currently protected by automatic railroad signals?

Yes ___ No X

Remarks The project does not include railroad crossing. Apparently the telephone cables are on P.G.E. poles.

WORK TO BE DONE BY CITY AS PART OF PROJECT

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ~~X~~ No X

Driveways? Yes ___ No X

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date 1975-76 budget

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: Several sites within one-half mile of project

General remarks: _____

By Joseph J Bucklato
Mayor

By Winfield L Whitehead
City Recorder or City Manager

By _____
City Engineer

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

October 14, 1974

H. S. Cox
County & City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

In response to your letter of October 9, 1974, advising that our proposed project on Marquam street, from Monroe Street to Main would be submitted to the Transportation Commission for consideration, please be advised that the City will be able to pay all costs of the project in excess of $25,000, and willing to do so.

We wish to express our thanks for your assistance, and sincerely hope our project will be given favorable consideration.

Sincerely,

Mildred M. Schilling

Mildred M. Schilling
City Recorder

RECEIVED
COUNTY & CITY SECTION
OCT 16 1974
ENGR. CLERK. OE AE UE
UPE CE RE RPE

October 9, 1974

Mrs. Margaret Hoffer
Street Committee Chairwoman
P.O. Box 105
Mt. Angel, OR 97362

Dear Mrs. Hoffer:

It is planned to submit your proposed project on Marquam Street, from Monroe Street to Main Street, to the Transportation Commission for consideration of construction (1975) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based on a reconnaissance investigation, is roughly estimated to cost $42,000 for a 40-foot curbed street. The State's share would be $25,000. — 17,000 c/y

Should the Transportation Commission look with favor on your project, would the City of Mt. Angel be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in this project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By Jim

James O. Butler
Cities Engineer

JOB:ljt

ENGR. ASST. OE AE UE
UPE CE RE RPE

8-12-74

CITY: Mt. Angel COUNTY: Marion
SECTION: W. Marquam St.

8/16/74 CEL

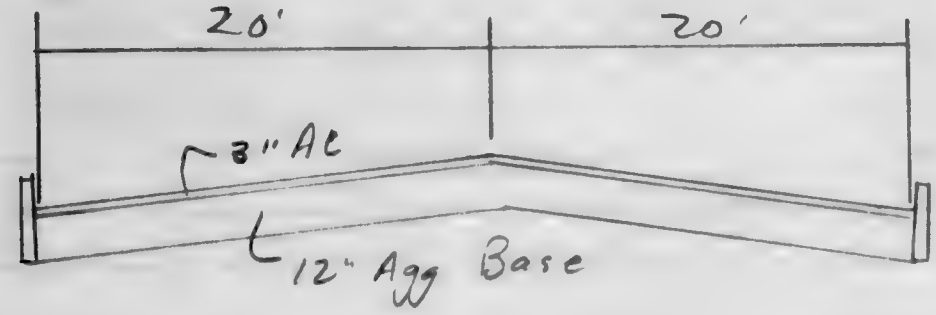
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 1,000
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	1700	5.00	8,500
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	150	10.00	1,500
Watering	M-gal.	—		
Level material (3/4-0)	c.y.	—		
Base material (1"-0) 12" thk	~~c.y.~~ S.Y.	2500	2.60	6,500
Asphalt Class C 3" thk	~~ton~~ S.Y.	2500	2.25	6,875
Binder	all	all	L.S.	
Concrete inlets	each	4	300.00	1,200
Culvert pipe 12"	lin. ft.	400	7.25	2,900
Concrete curbs	~~c.y./lin ft.~~	1200	3.00	3,600
Conc. Sidewalk 4" thk	S.Y.	80	9.00	720
Adjust manholes	ea	1	175.00	175
Adjust inlets	ea	4	75.00	300

*Items include 10% allowance

Total	$ 33,270
Perm. signing ($100/intersection)	300
Flagging	
Total	$ 33,570
Engineering & contingencies (20%)	6714
Total	$ 40,284
City's estimated ~~share of survey~~	1516
(SAY 42,000)	
TOTAL ESTIMATED COST	$ 41,800

$4000 \times \frac{1516}{40,284} = 151.6$

Mt. Angel (W. Marquam St)



General Exc $\frac{1.5' \times 42' \times 620' \times 1.1}{27} =$ 1700 C.Y.

Agg Base & AC Paving $\frac{40' \times 620' \times 1.1}{9}$ 2500 S.Y.

Trench Exc $\frac{400'}{3} \times 1.1 =$ 150 C.Y.

Conc Curbs 1200 1200 l.f.

Conc S.W $\frac{5' \times 160 \times 1.1}{9}$ 80 S.Y.

SCA

PROJECT DATA, CITY OF MOUNT ANGEL, OREGON Date 8-2-1974

To be financed by Special City Allotment Fund and necessary city funds.

Street name WEST MARQUAM STREET, FROM MAIN TO MONROE, MARION COUNTY, (Locate project on attached map.) MT. ANGEL, OREGON

Project length 662

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24 feet, width of shoulders: 8 feet

Curbed section; width curb to curb: 40 feet

Remarks _____

Surface now in place: Oil X Paving ____ Gravel ____

Present surface width: 18 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes X No ____

Give width of intersecting streets: 60 Feet (Monroe and John)

Are intersecting streets curbed? Yes ____ No X

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place Yes ____ No X

Width between present curbs: ____ feet

City to construct curbs? Yes X No X

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 15 feet

Does city desire special type of curbs? Yes ____ No X - Standard Curb

Explain: _____

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UPE RE RPE

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes X No___

Present sidewalks, Length: 399 feet; Width: 5 feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes X No___

Width of sidewalks to be constructed: 5 feet

Are sidewalks to be constructed only on one side of street? Yes X No___

Are sidewalks to be constructed on both sides of street? Yes X No___

Give: Length to be constructed and On which side of street

160 feet N. X S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No X

Is utility strip required? Yes X No___; Width: 10 feet

Remarks 399 feet of sidewalk are in place, but will need some repair

STORM SEWERS -

Now in place? Yes__ No X See Note

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes X No___

To be constructed as part of project? Yes X No___

(Show location of ... on city map.)

SANITARY SEWER. -

Now in place? Yes__ No___ (NOTE: City to adjust if required.)

If yes, indicate depth of sewers from present surface: 8' ± feet

Remarks Catch basins have been installed at intersection of Marquan and Monroe and storm sewer crosses intersection.

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 2.5' ± feet

Remarks _____

_____

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes X No ___

How many? Two

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Portland General Electric Company
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No ___

Which company? Mount Angel Telephone

Railroad tracks? Yes X No ___

Which company? Southern Pacific

Is crossing currently protected by automatic railroad signals?

Yes ___ No X

Remarks The project does not include railroad crossing. Apparently the telephone cables are on P.G.E. poles

WORK TO BE DONE BY CITY AS PART OF PROJECT

Grading? Yes ____ No X

Clearing? Yes ____ No X

Base rock? Yes ____ No X

Concrete curbs? Yes ~~X~~ No X

Driveways? Yes ____ No X

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes X No ____

When available? Date 1975-76 budget

Has city established grade on street? Yes ____ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: Several sites within one-half mile of project

General remarks: _____

By Joseph J. Buchholz
Mayor

By Mildred M. Schallenberger
City Recorder or City Manager

By _____
City Engineer

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

August 1, 1974

H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon

Dear Mr. Cox:

Enclosed you will find the data sheets that your office requested filled out for the city of Mt. Angel, in response to your letter of May 30, 1974.

Truly yours

Margaret Hoffer

Margaret Hoffer
Street Committee Chairwoman

MH/kh

Enc:

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COUNTY & CITY SECTION
AUG - 2 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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COUNTY & CITY SECTION
AUG - 2 1974
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

MARQUAM STREET

EMPROVEMENT PROJECT MT. ANGEL

MONROE ST.

FRANKLIN

JOHN

ADDITION

ST.

MAIN STREET

MARION ST.

JOHN ST.

TAYLOR ST.

SHERMAN ST.

N. LINE OF BENJAMIN CLEAVER #51

N 21°W

135.66

229'

160'±

101.3'

107.6'

1233-2368

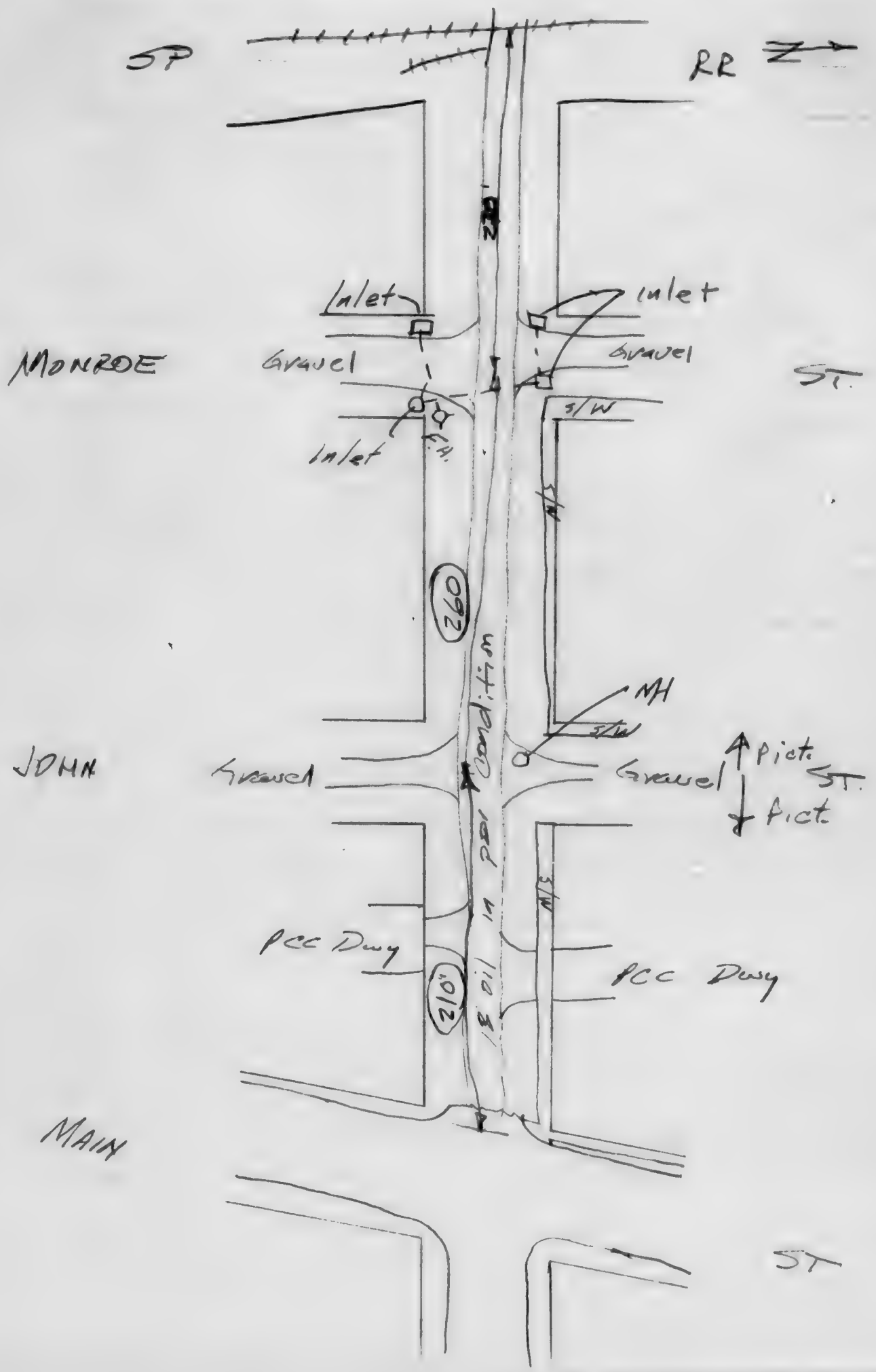
1233-2462

2136

$\frac{33}{249}$ $\frac{91}{27^3}$

L 92
− 480
210

MT. ANGEL (MARQUAM ST) 7-25-74 JOB



S.C.A. Investigation Data

City of Mt. Angel Date 7-25-74 Div. 2
Population: 1969 1925
1974 2,199
Street Marquam St

No. previous projects 2
Last project 1972 (year)
Total SCA funds $ 40,000.00
Funds/capita $ 18.19
Average/capita $

EXISTING

Surface now in place: A.C. ___ Oil X Gravel ___ Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: — feet, R/W width: 55 or 60 feet
Remarks: Gravel shldrs 2'-10'

PROPOSED

Surfacing: A.C. X Oil ___ Other ___
Shoulder width ___ feet, C-C width: 40 feet
inches, Leveling — inches, Base 12 inches
inches, Blanket — inches, P.M.B.B. — inches
0 feet. Type curb: ___

Mt. Angel (W. Marquam) 7-25-74

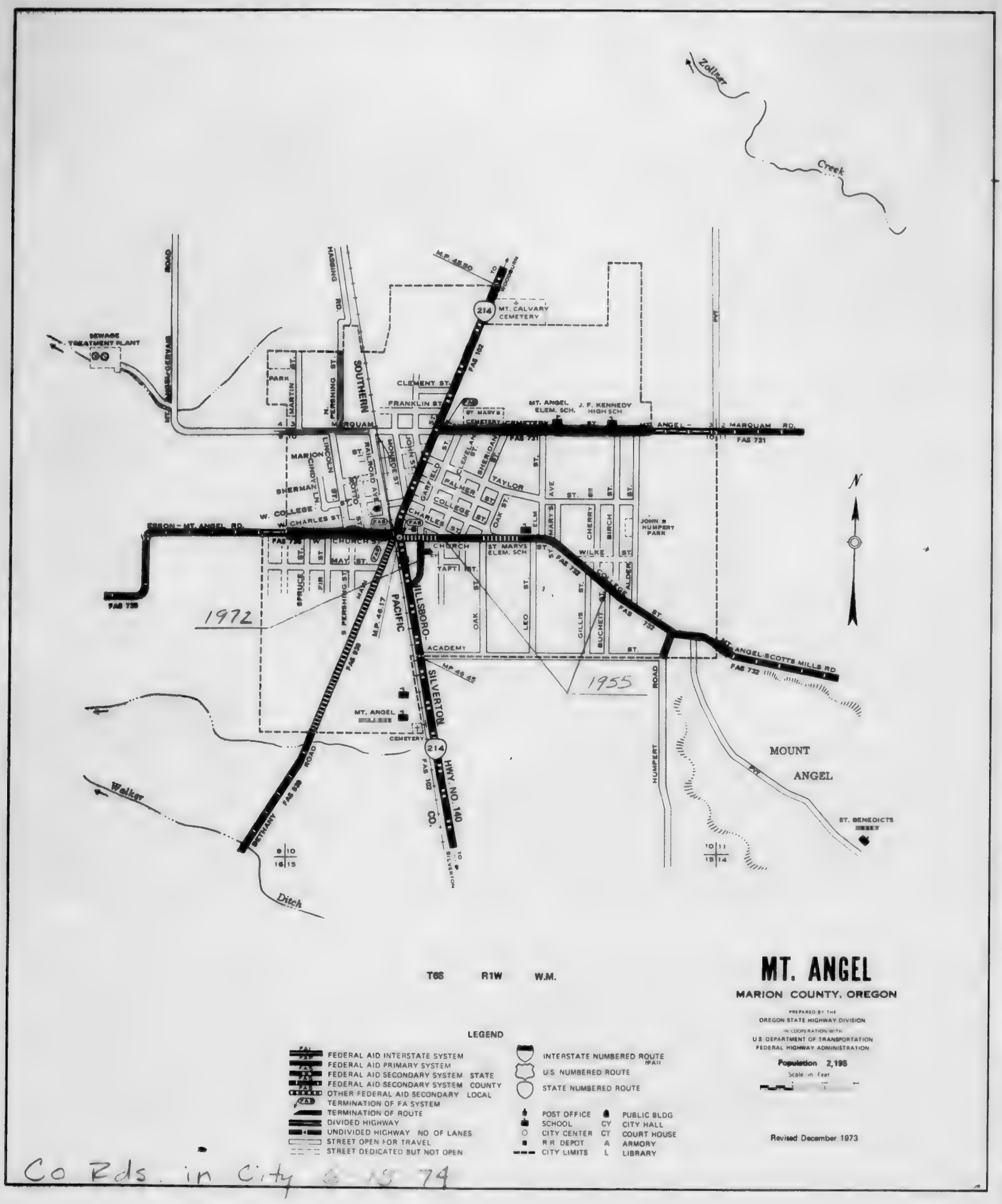
Looking W. from John St

Looking E. from John St.

	Unit	Gross*	Price	Amount
traff.	all	all	$ L.S.	$
	all	all	L.S.	
	c.y.			
500)	mile			
	c.y.			
	M-gal.			
	c.y.			
	c.y.			
	ton			
	all	all	L.S.	
	each			
	lin. ft.			
	c.y.			

Total $
Perm. signing ($100/intersection)
Flagging
Total $
Engineering & contingencies (20%)
Total $
City's estimated share of survey

TOTAL ESTIMATED COST $



T6S R1W W.M.

MT. ANGEL

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 2,195

Scale in Feet

Revised December 1973

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R R DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

Co Rds. in City 6 - 15 - 74

495 W. Church
Check on Hillsboro
Silverton Rd Job?

7-5-74

(845-2871)

Margaret Hoffer - Councilperson
& Street Commissioner for Mt. Angel
called regarding proposed
1975 S.I.D project & other
street matters. One thing that
is bothering her is councils
position regarding street imp.
ord. requiring street improvements
when land within city is developed.
Bootwright says and she
agrees that the ord. is good.
the rest of the council doesn't
like the ord.
I told her I would stop and
look @ 1975 projects. talk with her
soon.

pca

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

Area Code 503
Telephone 845-6139

P. O. Box 105

MT. ANGEL, OREGON 97362

May 28, 1974

Gary E. Zehner, Cities Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Zehner:

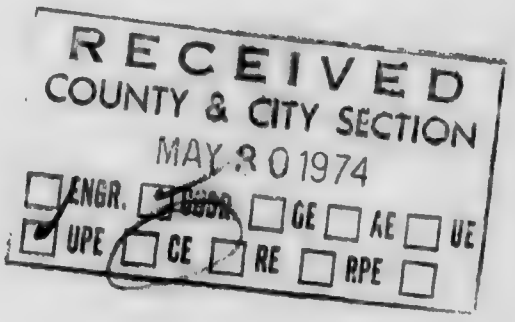
Enclosed you will find a copy of Resolution No. 215, which was adopted by the Council at it's regular meeting held May 6, 1974, requesting improvement of West Marquam Street, from Main to Monroe, Marion County, Mt. Angel, as provided for by ORS 366.805.

If further information or forms are required at this time, please advise.

Sincerely,

Mildred M. Schilling

Mildred M. Schilling
City Recorder



Enc: Resolution No. 215 - copy

RECEIVED
COUNTY & CITY SECTION
MAY 30 1974
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

R E S O L U T I O N #215

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Mt. Angel is an incorporated city of the State of Oregon and has a population of 2,195 as given by the latest official census; and

WHEREAS, the following streets of said city,

WEST MARQUAM STREET, from Main to Monroe, MARION COUNTY OREGON

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are"receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic;" and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning,and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is re-

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Mt. Angel is an incorporated city of the State of Oregon and has a population of 2,195 as given by the latest official census; and

WHEREAS, the following streets of said city,

WEST MARQUAM STREET, from Main to Monroe, MARION COUNTY OREGON

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are"receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic;" and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning,and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out

of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Mt. Angel does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor Joseph J. Berchtold as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of May, 1974.

There is attached hereto and made a part herof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Mt. Angel at a regular or special meeting of said Council, held on the 6th day of May 1974 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 6th day of May, 1974

City Recorder

4. That the City of Mt. Angel does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor Joseph J. Berchtold as the official representative of the city in all negotiations resulting from this request.

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- - - - - - - - - - - - - - - -

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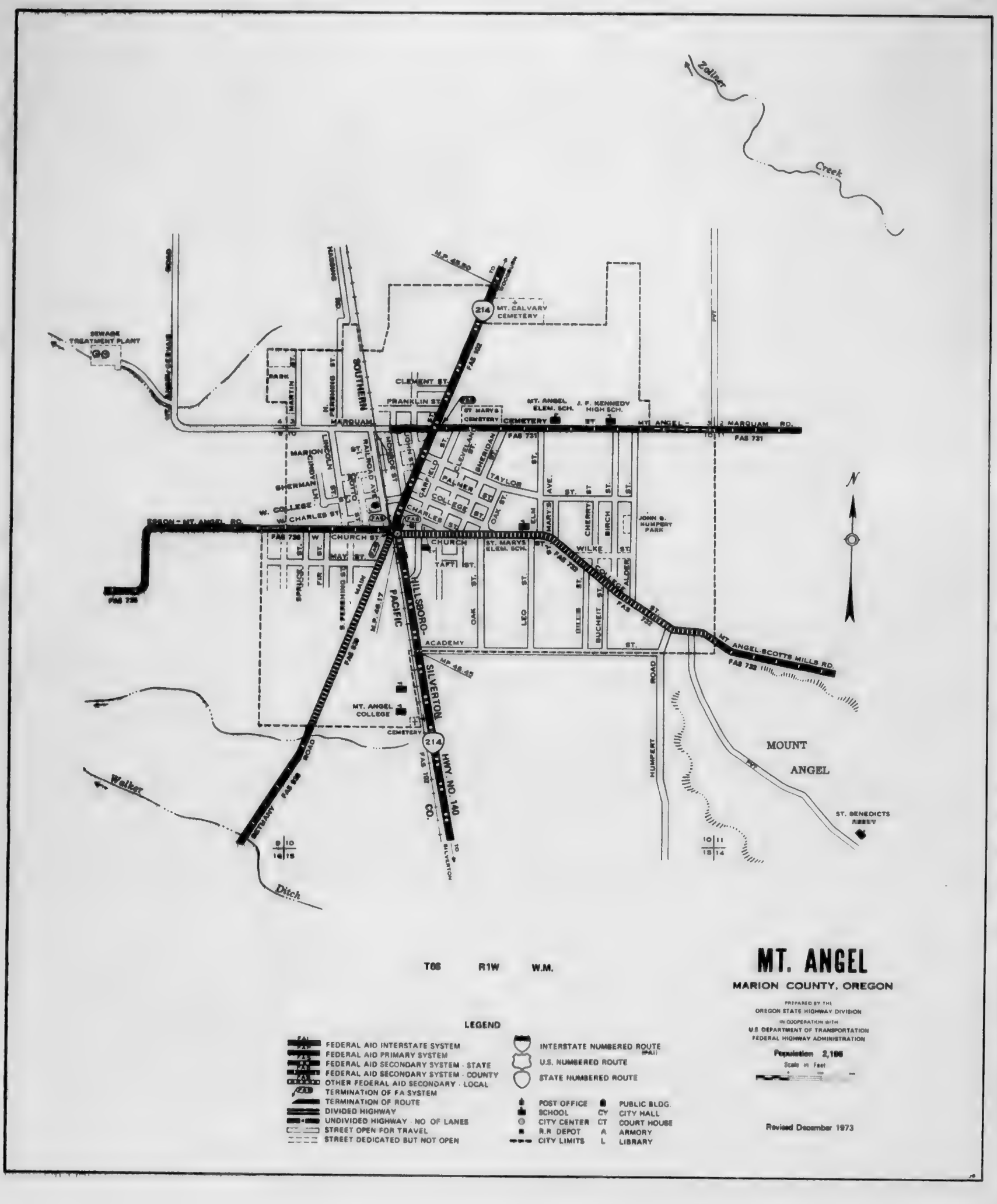
Dated this 6th day of May, 1974

Michael M. Labelle

City Recorder


Zollner
Creek
SEWAGE TREATMENT PLANT
99
MARION
SHERMAN
W. COLLEGE
W. CHARLES ST.
SILVERTON - MT. ANGEL RD.
FAS 736
CHURCH ST.
MAY ST.
SPRUCE
FIR
MAIN
N. PERSHING ST.
SOUTHERN PACIFIC
M.P. 48.17
M.P. 48.29
M.P. 48.45
214
MT. CALVARY CEMETERY
CLEMENT ST.
FRANKLIN ST.
ST. MARY'S CEMETERY
MT. ANGEL CEMETERY
MT. ANGEL ELEM. SCH.
J. F. KENNEDY HIGH SCH.
MARQUAM
FAS 731
MT. ANGEL - MARQUAM RD.
FAS 922
LINCOLN
RAILROAD AVE.
ROTH
JOHN ST.
CLEVELAND
SHERIDAN
GARFIELD
PALMER
TAYLOR
COLLEGE
CHARLES
OAK ST.
ELM
MARY'S
CHERRY
BIRCH
JOHN B. HUMPERT PARK
CHURCH
TAPPT
ST. MARYS ELEM. SCH.
WILKE
ALDER
COLLEGE
FAS 732
MT. ANGEL-SCOTTS MILLS RD.
FAS 732
ACADEMY
OAK
LEO
DILLS
BUCHEIT
HILLSBORO-SILVERTON
SILVERTON
HWY. NO. 140
CO.
FAS 102
MT. ANGEL COLLEGE
CEMETERY
FAS 928
ROAD
BETTANY
Walker
Ditch
HUMPERT ROAD
MOUNT ANGEL
ST. BENEDICTS ABBEY
N
T6S R1W W.M.
MT. ANGEL
MARION COUNTY, OREGON
PREPARED BY THE OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
Population 2,196
Scale in Feet
Revised December 1973
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

.8566 E. Portland State Police 1977
Hdqtrs. (Barlow School) Sec. I-20
(Grading, paving & landscaping)

8566

May 18, 1979

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On May 11, 1979, we wrote to you concerning release of final payment on Contract No. 8566 awarded to Aichele Landscaping, Inc. and Ben Fox, Inc., JV, for work on the East Portland State Police Headquarters (Barlow School) Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $6,399.70 and the total contract amount is $130,281.78 including $311.72 for work performed under force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Aichele Landscaping, Inc. &
Ben Fox, Inc., JV
11360 S.E. Stevens Rd.
Portland, OR 97266

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8566

9

FORM 81-724-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: EAST PORTLAND STATE POLICE HEADQUARTERS (BARLOW SCHOOL)		WEEK ENDING: MAY 26, 1978
HIGHWAY: EAST PORTLAND FREEWAY		SECTION PREFIX: 26-1116
NAME OF JOB: EAST PORTLAND POLICE HEADQUARTERS	KIND OF WORK: GRADING, PAVING & LANDSCAPING	COUNTY: MULTNOMAH
CONTRACTOR: AICHELE*BEN FOX*LANDSCAPING	CONTRACT NUMBER: 8566	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: JULY 11, 1977	DATE WORK STARTED: JULY 26, 1977	ESTIMATED COMPLETION DATE: MAY 22, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 28 + 125	WORK DAYS USED / CALENDAR DAYS USED 151
PROJECT AUTHORIZATION: $137,647.41	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 98.67
EXCLUSIVE OF ENGINEERING: $126,732.64	ENGINEERING AUTHORIZATION $10,914.77	PERCENT OF CONTRACT COMPLETE BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $129,997.00	ENGINEERING COST TO DATE $21,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN XXXXXX 2.59 %	PERCENT OF AUTHORIZATION 200.65 %	DATE PROJECT WAS COMPLETED: MAY 19, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	FENCING	LANDSCAPING
100	100	100	100	100		100	99

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM
MILES IN PROJECT				
MILES PARTIALLY COMPLETED				
MILES COMPLETED				
TOTAL ESTIMATED QUANTITIES (CONTRACT)				
TOTAL QUANTITIES CORRECTED TO DATE				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				
AVERAGE DAILY QUANTITIES				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				
NUMBER OF SHIFTS PER DAY				
HOURS PER SHIFT				

EQUIPMENT USED DURING THE WEEK:

1-Pickup Truck and 1-Bark Mulch Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	Calendar WEATHER	~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	SHOWERS	0		
MONDAY	SHOWERS	0		
TUESDAY	SHOWERS	0		
WEDNESDAY	SHOWERS	0		
THURSDAY	CLOUDY	0		
FRIDAY	CLOUDY	0		
SATURDAY		0		

RECEIVED
MAY 30 1978
CONSTRUCTION BRANCH

Richards
Williams
Johnsen
Glenn

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
MAY 21 SUNDAY	NO ACTIVITY
MAY 22 MONDAY	BI#34-Placed bark mulch in areas as directed.
MAY 23 TUESDAY	BI#36-Checked job & watered areas not covered by sprinkler system
MAY 24 WEDNESDAY	NO ACTIVITY
MAY 25 THURSDAY	NO ACTIVITY
MAY 26 FRIDAY	NO ACTIVITY
MAY 20 SATURDAY	NO ACTIVITY

REMARKS

SUMMARY: Placed bark mulch as directed. Checked sprinkler operation and watered areas not covered by sprinkler system. The project was accepted on May 19, 1978.

ANTICIPATED: Lawn Maintenance will be performed.

THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED Jerry C. Street LOCATION PORTLAND

JERRY C. STREET, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8566

8

DATE: April 26, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
East Portland State Police Headquarters
(Barlow School), Contract No. 8566

This is a State funded project to provide the necessary grading, paving and landscaping at the East Portland State Police Headquarters. The project is 90 percent complete and an overrun of $20,800, or 15 percent, is anticipated.

There are two basic reasons for the overrun. First, it was necessary to add five landscaped islands in the parking lot area in order to obtain a building permit from Multnomah County. This added work amounted to $7,056.00. Second, the engineering cost on the project overran by $14,085.00 partly due to the work required to design, lay out, and inspect the added work and partly due to the type of work involved in the project, i.e. small quantities of various materials and extensive layout work on curbs and islands.

Your approval is requested for an increase in project authorization from $137,647.41 to a new total of $158,450.49.

This matter will be on the Consent Calendar for your May 30 meeting.

OBJ:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
E. L. Hardt
V. E. Skoog
George Bell

85.66

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8566

Salem, Oregon

April 14, 1978

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
East Portland State Police Headquarters (Barlow School)
Contract No. 8566

The subject grading, paving and landscaping project is now 90 percent complete and an overrun of $20,800.00, or 15 percent, is anticipated. The major factors contributing to the overrun are:

Added Orders	$ 9,606.00
Engineering overrun	14,085.00

The major added work was to provide five additional landscaped islands. The work was required by Multnomah County as a condition to granting a building permit. This was done under a price agreement and amounted to $7,056.00 of added cost. There were two other added work orders for incidental required work.

The engineering cost overrun is due to:1. engineering required to design, layout and inspect the added landscape work, 2. a contract time extension which extended the project through the winter months, and 3. the type of work which involved small quantities of various materials and extensive layout of curbs and islands.

This is a State project and your approval of an increase in Project Authorization from $137,647.41 to a new total of $158,450.49 is recommended.

A rough draft letter to the Transportation Commission is attached.

OBJ:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY
APR 1 7 78
REFER TO
Info
Invest
R/D
Aut
File

8566

STATE OF OREGON

INTERC .CE MEMO ~~1-305-59~~ Mult. Co.

TO: Mr. E. S. Hunter
Technical Services Engineer

DATE: January 17, 1978

FROM: Walter J. Hart
Structural Design Engineer

SUBJECT: Storage Building and Fuel Island
East Portland State Police Headquarters
(Barlow School)
Multnomah County
Bridge No. 16305A

Bids for the third and final contract on the subject project were received on January 12, 1978. These bids were received by the Department of General Services.

The apparent low bid of $134,360 was received from G. H. Settergren of Portland, Oregon. He is the present contractor of the Barlow School Building remodeling. The Engineer's Estimate was $131,500. The low bid is 2.1 percent over the Engineer's Estimate. There was one other bid in the amount of $167,500. I recommend that we accept the low bid.

GJB:dls

cc: C. T. Keasey
J. H. Versteeg
E. L. Hardt
J. Street

Ini and Circulate

AH-AB
Bay
JJB
JEB

O.D.

Versteeg J
Christensen
George
Olson
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Sullivan
Scott
Savage

RECEIVED
JAN 18 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

81-128-1387

8566

November 30, 1977

Aichele-Ben Fox Landscaping,
Joint Venture
11360 S.E. Stevens Road
Portland, OR 97266

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8566 for work on East Portland State Police Headquarters (Barlow School) in Multnomah County.

Although you stated no specific reasons, we assume your request is based on Price Agreement No. 1. In light of the available facts, a 28-day extension of contract time is granted on both phases. This will delete all liquidated damages that have accrued and will provide enough time for completion of the overall project next year.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
E. L. Hardt
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 28, 1977

FILE: CON 5 #8566

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: East Portland State Police Headquarters (Barlow School)
Contract No. 8566
Request for Time Extension

Aichele-Ben Fox Landscaping, Joint Venture, requests a 45-day extension on both the early phase and overall completion times on this project. It is a State project for grading, base and A.C. paving of driveways and parking areas plus contour grading, landscaping and an irrigation system. A separate purchase order project under General Services is doing the actual building remodeling. Contract time started July 25 with 70 days allowed for all work except the topsoil and landscaping and then 125 days overall.

The contractor's request really cites no reason, but we assume it is based on Price Agreement No. 1 which was dated September 27 and which made significant changes in the plan layout of the parking area and islands. The estimated added cost was $8,722 which was 7.3 percent of the contract amount. The contractor had started work promptly the day after the start of the contract time count. The price agreement change was brought about by the requirements of Multnomah County before they would issue a building permit.

The contractor actually completed the early phase work by November 1 with 98 days accrued, or 28 days early phase liquidated damages at $100 per day. The project has since been placed under a stop work order as of November 13 with 111 days counted because the lawn construction could not be performed in the winter. The 14 days remaining in the overall contract time may be enough for completion when the stop work order is lifted next spring. For that reason, the field people recommend extension on the early phase only, however, I believe the reason for extension is just as valid for the overall contract and this is what the Resident Engineer originally recommended at the time the price agreement was submitted.

I therefore recommend a 28-day extension on both phases. This will delete all liquidated damages that have accrued and should provide ample time for completion of the overall project next year. A rough draft letter to the contractor on this basis is attached.

JAB:fr

Att.

cc: Robert Church

Form 21-734-5200

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date 10/7, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 8566, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

As respects a-grading from 70 to 115 days
As respec ts b-gra ving & landscaping from 125 to 170 days

Respectfully submitted,

AICHELE-BEN FOX LANDSCAPING
Contractor

By Ben Fox

CONSENT OF SURETY

Date 10/7, 1977

We, United Pacific Insurance Co.

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Eileen M. Jennings
Attorney-in-fact

(SEAL)

Eileen M. Jennings
Resident Agent

SAUER & CARPENTER CO.
610 MAYER BUILDING
PORTLAND, OREGON 97205

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8566 Contractor AICHELE*BEN FOX*LANDSCAPING

Highway EAST PORTLAND FREEWAY

Section EAST PORTLAND STATE POLICE HEADQUARTERS(BARLOW SCHOOL)

Kind of Work GRADING, PAVING AND LANDSCAPING

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

28 days recommended as described on
the attached letter.
Marion Castle

Recommend 28-day extension of contract time on both phases. This will delete all liquidated damages that have accrued and will provide enough time for completion of the overall project next year.

Recommended for Approval:

Region Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

SP*19063-734

Contract No.	8566
Project designation	STATE (State-Federal)
Date awarded	JULY 11, 1977
Work started	JULY 26, 1977
Per cent completed	A 44% B 16% OCT 7, 1977 (Date)
No. of Workdays Allowed	A 70 B 125
No. of Workdays Used	A 74 B 74
No. of Added Workdays Requested	A 45 B 45

8566

STATE OF OREGON

INTEROFFICE MEMO 1-205

TO: Mr. J. H. Versteeg
Head, Engineering Section

DATE: October 19, 1977

FROM: R. W. Ellison R. W. Ellison
Administration Engineer
Structural Design Section

SUBJECT:

Radio Shop and Storage Bldg.
E. Portland State Police Bldg.
Multnomah County
Bridge 16305A

Enclosed are two sets of advance plans of the subject building. We request the the Engineering Section update the plans for the paving and drainage of the building site.

As you recall, the radio shop and storage building were eliminated from the previous grading plans pending review.

These plans are now essentially complete, and we expect to ask the Department of General Services to let a contract in late November or early December.

Would you please have a title sheet made and revise Sheet 3 of project 13V-88 to reflect the proposed construction?

GJB:dh
Enclosure (2)

cc J. B. Boyd
E. L. Hardt

REFERRED TO
Dorn
Sample
Watson
Lau
Do File Copy Due
Return Discuss
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 20 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

81-125-1387

#8566

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 11, 1977

FROM: Walter J. Hart
Structural Engineer

TO: Mr. E. S. Hunter
Technical Services Engineer

SUBJECT:
E. Portland State Police Bldg.
(Barlow School)
Multnomah County
Bridge 16305

Bids for the remodeling of the school building were received at 4:00 PM on August 9, 1977. The bids were received through General Services Department and are enclosed.

As you remember this project was bid on May 26, 1977 and all bids were rejected. It was thought, at the time, that a division of the work would result in a better price on the whole project. The project was then split into three contracts: Contract No. 1 - Grading, Contract No. 2 - Remodel School Bldg., and Contract No. 3 - Storage Bldg.

The low bid on Contract No. 2 received at General Services was $174,100 which is 38% above the engineer's estimate of $126,000. It is also 9% above the previous bid for this work, which was $159,800. An attempt was made to reduce the size of the contract but it did not result in a lower bid. Estimating for remodel work is speculation at best. If we wait longer the price can only go up.

I recommend that we accept the low bid for this project and hold up on Contract No. 3 - Storage Bldg. If and when additional money becomes available we will submit Contract No. 3 - Storage Bldg. for contract.

GJB:smd

Enclosure

cc J. B. Boyd
E. L. Hardt

8-12-77
Agree
EJH.

RECEIVED
TECHNICAL SERVICES
AUG 12 '77
REFER TO
FOR
Info | Inv. | R/D | D.R. | Sign | Act | File

STATE OF OREGON
DEPARTMENT OF GENERAL SERVICES

TABULATION OF BID

PO B-D NO	DATE PO BID	OPENING DATE	TERMS
		2:00 PM	

ITEM	DESCRIPTION	QUANTITY	UNIT

8546

FORM 81-734-3035

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 22, 1977

FILE:

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. C. T. Keasey
Construction Engineer

SUBJECT:
E. Portland State Police Headquarters
(Barlow School)
Multnomah County
Bridge No. 16305

The subject project will need the following changes made under a Price Agreement after the contract is let. The letting date is July 7.

1. Enclosed are drawings of PGE transformer pad. This pad drawing was not included in the grading plans, but a note referred the Contractor to the utility company's specifications. The Resident Engineer should check on these drawings with PGE and discuss with the Contractor when the time arrives. He ought to install the pad, contrary to what the plans say, and move the pad to the south side of the sewer line.

2. Note 26 on Grading Sheet 3 is mistaken. It should read 1-3/4" PVC conduit, 1-1 1/4" PVC conduit. These electrical conduits and water line should be capped off and staked before entering "hatched-out" area of the storage building. The Contractor for the storage building will install these along with the cesspool.

3. The 5' x 5' x 3" concrete pad for the air conditioning unit should be installed by the grading contractor when he is doing the landscaping at the front of the building. The school remodeling contractor will then install the air conditioning unit on this pad. The location of this pad is given on the school remodeling plans.

The school remodeling contract will be let sometime in August by General Services. The plans will be available at the end of June.

Please contact Gordon Ballard for any other information regarding the plans and drawings. The estimated cost of these changes is $50 each for the pads and $100 for additional 3/4" conduit.

GJB:dh
Enclosure

cc Jerry Street /w/ encl.
Ed Hardt /w/ encl.
Mike Stovall
D. O. Christensen

REFERRED TO
Beard
Cole
Eriksen
Hager
Return Discuss Do
BY FINAL DE

1 Vorsteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage

RECEIVED
JUN 22 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return
Bring up
Other

8566

DATE: May 17, 1977

TO: Oregon Transportation Commission

FROM: F. B. Klaboe
Chief of Operations

SUBJECT: Finance Approval

The following State project is not on the Six-Year Construction Program and needs finance approval for contracting:

Section	Funding	Amount
East Portland State Police Headquarters (Barlow School) Multnomah County Landscape	State	$31,000

The above project is a final stage of previous work.

Your approval is recommended and the matter will be on the agenda for your consideration at the June 21 meeting.

bc: C. W. Head
H. S. Coulter
George Bell
L. W. Rulien
Ed Hardt
Robert A. Burco
E. S. Hunter
V. E. Skoog
R. N. Bothman

DES:drh srb

8566

1-205

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/77
Donald L Trout

5-26-77 Bid Letting _____ All Clear Deadline

SECTION Barlow School
Highway I-205
County Multnomah Region ____
Type of Work Remodeling Funds FAI
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS		X			X	No apparent problems
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study	X					Dykman to Trout 4-26-77

8566 1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 21, 1977

FROM: Merlyn Anderson (AZ)
Landscape Designer

SUBJECT: Design Review of East Portland
State Police Headquarters
(Barlow School)

TO: MEMO TO THE FILE

Meeting with Region Personnel - 10:00 a.m., 3-16-77, at Barlow School.

The following are comments and points of agreement in regard to the Landscape Plans:

1. The areas adjacent to the building and the north and south fence line should be landscaped.

2. Areas at the front and north end of the building should be irrigated.

3. The planting plan was excepted as proposed.

4. The existing foundation planting on the west side of the building is minimal. The few plants that are there, have outgrown the space, been butchered back, and are of no landscape value. It was agreed that these should be removed.

Those attending the meeting were:

Walt Hart, State Highway
Marion Craft, State Highway
Mike Stoval, State Highway
Jerry Street, State Highway
Roger Kuchinka, State Highway
Ted Inloes, State Highway
Jim Phillips, Oregon State Police
Don Heyen, State Highway
Gary Teeter, State Highway
Merle Anderson, State Highway
Don Haynes, State Highway
W. E. Cole, State Highway

REFERRED TO
Beard Reed
Cole WEC Sample
Eriksen Watson
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BY FINAL DESIGN ENGINEER

MA:az
cc: Walt Hart
Marion Craft
Don Heyen
W. E. Cole

1 Verstoeg
2 Olsen
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4 Swenson

RECEIVED
MAR 22 1977
ROAD DESIGN SECTION

Request Reply
Prepare Approval
Receive Keep
Do not File
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Bring up
Other

8566 1-205

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem 97310

February 23, 1977

FILE:

FROM: J. B. Boyd
Right Of Way Engineer

TO: L. W. Rulien
Program Management Engineer

SUBJECT: East Portland State Police Hdqs.
Barlow School Reconstruction
File 45791

We presently have on the May letting the reconstruction of Barlow School into the East Portland State Police Headquarters. The FHWA is presently reviewing my January 28 letter in which I asked forgiveness of the Federal funds which were utilized in the acquisition of this property. I would appreciate it if you would clear financing and program $350,000 of monies from the State R/W Acquisition Program to be utilized in this area. We do not anticipate a problem with the Federal Government. The Bridge and Design staff are presently clearing the Contract for that May letting. The financing should also be approved.

This program has been approved by both Mr. Klaboe and Mr. Coulter.

JBB:lb:ha

cc F. B. Klaboe
H. S. Coulter
R. L. Schroeder
Bob Ellison
J. H. Versteeg ✓

REFERRED TO

Beard ___ Reed ___
✓ Cole WEC ___ Sample ___
Eriksen ___ Watson ___
Hager ___ Wolfe ___
Return Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
___ Olson ___
2 Christenson Doc
___ Scott ___
3 Swenson HBB
___ Savage ___
___ Trout ___

RECEIVED
FEB 23 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receive Keep
Do not File
Return To
Bring Up
Other

8567 Old Dry Creek-Ochoco Hwy. 1977
Sec. east of Prineville
(gr., pav., & landsc.)

C+C 5482 10-24-75

Advance Deposit for

PE	5,500	
Plw	25,000	Rec'd 5/11/76 Ck - 9/03/76
Const	131,500	
	$ 139,000	

W B/W 35,000

May 11, 1976
Van Scoyoc

Sept 23, 1976
Van Scoyoc

5167

January 11, 1982

Crook County Court
Courthouse
Prineville, Oregon 97754

Attn: Terry Pridemore
Administrative Assistant

Dear Ms. Pridemore:

SUBJECT: Final Billing
Old Dry Creek Rd.-Ochoco Hwy. Section
Mill Creek Road
SOS-0700(1)

In response to your request concerning the breakdown and overrun of the cost of this project. The following comparison of costs is made to amplify the breakdown sent you on December 9, 1981:

Estimated Costs		Actual Costs	Overruns/ Underruns
$ 39,434.00	P.E.	$ 39,783.02	+ $ 349.02
11,000.00	Archeological Salvage	12,769.69	+ 1,769.69
25,000.00	R/W	22,049.77	- 2,950.23
54,515.12	Engineering & Contingencies	49,614.24	- 4,900.88
397,089.75	Contract Payments	429,566.05	+ 32,476.30
$527,038.87		$553,782.77	+ $26,743.90

The Federal funding for this type of project is 78% of the first $500,000.00, which is $390,000.00. Any costs beyond $500,000.00 are county responsibility. The Federal funds were used as follows:

FEDERAL FUNDS	COUNTY FUNDS	TOTAL
$390,000.00	$110,000.00	$500,000.00
	53,782.77	53,782.77
$390,000.00	$163,782.77	$553,782.77

COUNTY ADVANCE DEPOSIT $162,000.00

Additional funds needed from County, $1,782.77. There is no Federal participation in this amount.

Hope this will give you a better understanding of the costs and funding of this project.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Operation Programming Engineer

HR:pf
cc: Jan Peterson, Accounting
John Hagedorn, Region 4

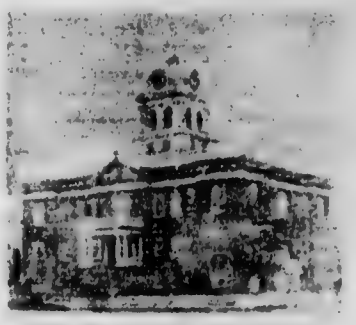
8567

207- 1981
1045
2504

Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
FRANCES BURGESS, Commissioner
MELVIN H. LAMBERT, Commissioner



CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

December 23, 1981

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Dear Sir or Madam,

I have received a final billing for Project No. S)S-0700(1), Old Dry Creek Ochoco Highway Section on Mill Creek Road. It is an Off-System Project.

The Court requires a breakdown on the amount due, before payment is issued. Exactly which part of the project was an overrun on cost? Was it Preliminary Engineering, Right of Way acquisition ot Construction?

In addition, was part of the overrun paid by the Federal Government or had the total amount allowed, been expended by them, therefore the County is responsible for the $1,782.77 as full cost, rather than a percentage?

I appreciate any light you can shed on this matter. Hopefully it can be clarified and payment made soon.

Sincerely,

Terry Pridemore

Terry Pridemore
Adm. Ass't

Encl.

NOTED
R. J. HAG

RECEIVED
DEC 2

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER 13189

DATE	YOUR ORDER NUMBER	SEND REMITTANCE TO:	BILLING REQ. NUMBER
12-9-81		OREGON STATE HIGHWAY DIVISION TRANSPORTATION BUILDING SALEM, OREGON 97310	CC 81-58

CODE: CROOKCO

CREDIT DISTRIBUTION

321.00	1,782.77
207-1045-296-00-000	1,782.77
207-1045-297-00-000	(1,782.77)

CROOK COUNTY
COURTHOUSE
PRINEVILLE OR 97754

ATTN: Hon. Dick Hoppes, County Judge

DESCRIPTION		TOTAL PRICE
Final Billing: Old Dry Creek Road-Ochoco Highway Section on Mill Creek Road. This is an OFF-SYSTEM Project. No. SOS-0700(1)		
Project cost	P.E.	$553,782.77
Less County Advance Deposit:	R/W	5,500.00
	Construction	25,000.00
Less Federal Funds		131,500.00
		390,000.00
	Amount Due	$ 1,782.77
110.00		

FOLD

734-1150 (6-81)

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-3-81	CC 81-58	

CREDIT DISTRIBUTION

7871-594
207-1981-297
207-2504-297
207-1047-297

BILL TO: Code:

Crook County

Courthouse

Prineville, Oregon 97754

Attn: Hon. Dick Hoppes, County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Old Dry Creek Road-Ochoco Highway Section on Mill Creek Road. This is an OFF-SYSTEM Project No. SOS-0700(1)			
Project Cost			$553,782.77
Less County Advance Deposit: P.E.			5,500.00
R/W			25,000.00
Construction			131,500.00
Less Federal Funds			390,000.00
(Please attach itemized statement with billing)			

Advance Deposit Amount	$ 162,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 109,000.00
Balance	$ 53,000.00
Transfer to Highway Fund	$ 53,000.00
Refund Due	$ - - - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1627, CC 1756, CC 1997

Amount Due . . . . . $ 1,782.77

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 12-3-81

COUNTY CROOK **Contract No.** 8567 **Date Completed** 7-19-78

PROJECT # SOS-0700(1) **Section** Old Dry Creek Road-Ochoco Highway Section

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E. - State	$ 39,783.02
Archeological Salvage	12,769.69
R/W - Prior to Federal Funding	8,662.91
With Federal Funding	13,386.86
Construction	
Payment to Contractor	429,566.05
Engineering	49,614.24
TOTAL PROJECT COST	$553,782.77

Total Project Costs	$553,782.77
Less Federal Funds	390,000.00
Less County Advance Deposit	162,000.00
AMOUNT DUE FROM COUNTY	$ 1,782.77

Reference: Billing Form CC 81-58

FORM 734-1745

		206	1939	910	00	N	1		[illegible]
		206	1939	918	00	P	1		935.33
		206	1939	920	00	P	1		66.60
		206	1939	921	00	P	1		826.37
		206	1939	926	00	P	1		1,701.84
				TOT	P1				6,493.75
				TOT	N1				217.50
				** JOB TOTALS **				**	6,711.25 **
COUNTY RD #122(HILL CRK RD)	CONT NO		* FA PROJ NOS		05	700001	100		STATE
	207	1981	296	00	N	9	13,775.23CR		49,392.01CR
	207	1981	297	00	N	9			4,500.00
	207	1981	298	00	N	9	13,775.23		44,892.01
	207	1981	901	00	P	1	Resident		23,236.04
	207	1981	901	00	N	1			223.48
	207	1981	904	00	P	1	Consultant Fees (Arch. Salvage)		12,769.69
	207	1981	905	00	P	1	Final design	1.80CR	1,523.52
	207	1981	909	00	P	1	R/w		2,792.61
	207	1981	910	00	P	1	Soils		5,836.70
	207	1981	913	00	P	1	R/w		78.00
	207	1981	913	00	N	1	R/w		22.54
	207	1981	914	00	P	1	Utility		110.62
	207	1981	920	00	P	1	R. Mngmt		254.37
	207	1981	921	00	P	1	Specs		1,693.07
	207	1981	923	00	P	1	Environ		1,158.60
	207	1981	923	00	N	1		118.24CR	
	207	1981	950	00	P	1	Conferences		817.57
			TOT	P1				1.80CR	52,321.69
			TOT	N1				118.24CR	231.02
			** JOB TOTALS **				**	120.04CR**	52,552.71 **

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1981 — PAGE 459

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FYSCAL YEAR TO DATE	GRAND TOTAL TO DATE
OLD DRY CRK OCHOCO HWY	CONT NO	* FA PROJ NOS	SOS	700002	100	STATE
	207 1987	296	00			305.10CR
	207 1987	296	00	N 9		1,013.37CR
	207 1987	297	00			305.10
	207 1987	297	00	N 9		89.80
	207 1987	298	00	N 9		2,[illegible]
	207 1987	901	00	P 1		101.79
	207 1987	905	00	P 1		[illegible]
	207 1987	910	00	P 1		1,75[illegible]
	207 1987	920	00	P 1		50.40
	207 1987	921	00	P 1		[illegible]
	207 1987	922	00	P 1		19.02
	207 1987	923	00	P 1		44.87
		TOT	00			

	203	2535	298	00 N 9	6,561.41		6,561.41		6,561.41		
	203	2535	298	00 N 9							
	203	2535	401	00 P 1			7,650.00		7,650.00		
			TOT	P1			7,650.00		7,650.00		
			** JOB TOTALS **			**	7,650.00	**	7,650.00	**	
OLD DRY CK RD-OCHOCO HWY	CONT NO		X FA PROJ NOS OS 700001 100								STATE
	207	2504	296	00 N 9			585.32CR		18,453.67CR		

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1981 — PAGE 709

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	207	2504	297	00	N	9			11,337.09
	207	2504	298	00	N	9		585.32	7,116.58
	207	2504	401	00	P	1	50.00CR		2,636.25
Land	207	2504	401	00	N	1	50.00	50.00	230.00
Buildings	207	2504	403	00	N	1			346.80
~~Severance~~ Severance	207	2504	405	00	P	1			450.00
Cattle passes, culverts etc.	207	2504	405	00	N	1			1,160.00
	207	2504	408	00	P	1			4,252.85
	207	2504	408	00	N	1			3,256.38
Misc.	207	2504	409	00	N	1			50.00
Fence cost	207	2504	412	00	P	1		12.98CR	281.33
	207	2504	412	00	N	1	12.34	12.34	40.96
Negotiation	207	2504	414	00	P	1			138.64
	207	2504	414	00	N	1			3.00
Relocation	207	2504	415	00	P	1			30.36
Pctr. A. Buildings, Misc. Proj.	207	2504	920	00	P	1			240.84
Engineering	207	2504	930	00	P	1		42.91CR	269.45
			TOT	P1			50.00CR	60.89CR	8,299.72
			TOT	N1			62.34	62.34	5,087.14
			** JOB TOTALS **				12.34 **	1.45 **	13,386.86 **
HUBBARD-BROADACRESRD-CASERD	CONT NO		X FA PROJ NOS OS 400001 100						STATE
	224	2520	296	00	N	9		902.34CR	2,082.04CR
	224	2520	298	00	N	9		902.34	2,082.04
	224	2520	401	00	P	1			405.00
	224	2520	407	00	P	1			590.85
	224	2520	409	00	P	1			32.60
	224	2520	412	00	P	1			88.10
	224	2520	414	00	P	1			1,122.60
	224	2520	920	00	P	1			56.56
	224	2520	930	00	P	1			130.91
			TOT	P1					2,426.62
			** JOB TOTALS **				**	**	2,426.62 **
MCLEOD LN-OR EL R R SEC	CONT NO		FA PROJ NOS M 830003 100						STATE
	224	2522	296	00	N	9	1,336.24CR	1,425.11CR	73,164.00CR
	224	2522	298	00	N	9	1,336.24	1,425.11	73,164.00
			401	00	P	1			42,035.00

				TOT NY							
				** JOB TOTALS **		169.20	**	1,029.61	**	455,283.87	**
OLD DRY CRK-OCHOCO HWY	CONT NO 8567 * FA PROJ NOS OS 700001 100									STATE	
	207	1045	201	00 P 1				35,636.67CR		393,929.38	77 81
	207	1045	201	00 N 1				35,636.67		35,636.67	81 81
	207	1045	203	00 P 1						900.00CR	78 78
	207	1045	296	00 N 9				86,051.52CR		422,491.41CR	77 81
	207	1045	297	00 N 9						84,500.00	77 77
	207	1045	298	00 N 9				86,051.52		237,991.41	77 81

TOTAL TO DATE JOB COST SUMMARY NOVEMBER 1981 PAGE 120

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	207 1045	900	00 P 1		49,212.47CR	900.00	77	81
	207 1045	900	00 N 1		49,212.47	49,466.43	77	81
	207 1045	908	00 P 1		24.00CR		78	81
	207 1045	908	00 N 1		24.00	24.00	81	81
	207 1045	948	00 N 1		44.19	44.19	81	81
	207 1045	985	00 P 1		79.62CR		77	81
	207 1045	985	00 N 1		79.62	79.62	81	81
		TOT	P1		84,952.76CR	393,929.38		
		TOT	N1		84,996.95	85,250.91		
		** JOB TOTALS **		**	44.19 **	479,180.29 **		
D DRY CRK-OCHOCO HWY	CONT NO 9272 = FA PROJ NOS SOS 700002 100						STATE	
	207 1047	201	00 P 1	395.08	143,756.60	143,756.60	81	81
	207 1047	204	00 P 1	3,600.00			81	81
	207 1047	206	00 N 1	61.26	61.26	61.26	81	81
	207 1047	270	01 P 1		589.25	589.25	81	81
	207 1047	296	00			1,673.00CR	81	81
	207 1047	296	00 N 9	3,605.48CR	145,976.08CR	146,385.33CR	81	81
	207 1047	297	00			1,673.00	81	81
	207 1047	297	00 N 9		14,613.73	14,662.10	81	81
	207 1047	298	00 N 9	3,605.48	131,362.35	131,723.23	81	81
	207 1047	900	00 P 1		3,971.85	4,306.72	81	81
	207 1047	920	00 P 1			66.06	81	81
	207 1047	940	00 P 1		269.00	269.00	81	81
	207 1047	944	00 P 1		35.72	44.68	81	81
	207 1047	945	00 P 1	79.24	242.57	254.57	81	81
	207 1047	946	00 P 1		114.33	114.33	81	81
	207 1047	948	00 P 1	7.08	7.08	7.08	81	81
		TOT	00					
		TOT	P1	4,081.40	148,986.40	149,408.29		
		TOT	N1	61.26	61.26	61.26		
		** JOB TOTALS **		4,142.66 **	149,047.66 **	149,469.55 **		
	CONT NO 9315 * FA PROJ NOS OS 800001 100						STATE	

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-9-77	CA 3755	

CREDIT DISTRIBUTION

7871 594 (632) 7875
9996 362 02 (699) 7875.

BILL TO: Code: CROOKCO

Crook County

No bill
Transfer only

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Mill creek — Ochoco Hwy Old Dry Creek Section This transfer will ~~Pay for Transfer~~ all costs charged to Outside billing which are 100% county costs incurred before fed participation as approved 1-13-77. All further costs to be to M-C 25 and will be finaled with prelim, and const. R/W acquisition costs Adminis Survey (Bal of deposit to be retained pending project completion)			7875.37 787.54 8662 91

Advance Deposit Amount	$ ~~25,000~~ 8662.91	
Advance Deposit Previously Transferred to Highway Fund	$ —	
Balance Inv 001314	$ 25,000.00	
Transfer to Highway Fund 8662.91	$ ~~7875.37~~	Amount Due . . . . . $
~~Refund Due~~ Retain 16337.09	$ ~~17,124.63~~	Submitted by: Finch
Partial or final request for billing		Approved: Donald R. Larkin
Number of the previous request in connection with this service.		

SP*3*

8567

Crook

Salem, Oregon
February 26, 1979

Fred Eriksen
Design Engineer Supervisor

W. W. Robertson
Resident Engineer

Old Dry Creek Road-
Ochoco Highway Section
County Road #122 (Mill Creek)
Crook County

The "As Constructed Narrative Report" shows you had your share of problems with this job. Flash flooding just before starting construction messed things up good!

It certainly was a benefit to the job, developing the material source on the Ortman property near the project. As I remember, if it hadn't been for this source the County might not have been able to afford the job.

FE:ab
cc: Dale Allen

8567

October 24, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On October 23, 1978, we wrote to you concerning release of final payment on Contract No. 8567 awarded to R. C. Parsons & Son Const., Inc., for work on the Old Dry Creek Road-Ochoco Highway Section of Mill Creek Road in Crook County.

Final payment on this contract is $3,000.04 and the total contract amount is $428,666.05 including $428.32 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc R. C. Parsons & Son Const., Inc.
P. O. Box 462
Eugene, OR 97401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
Dale Allen

8567

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Old Dry Creek Road - Ochoco Hwy.		WEEK ENDING: September 16, 1978
		SECTION PREFIX: 207-1045
HIGHWAY: County Road #122		COUNTY: Crook
NAME OF JOB: Old Dry Creek Road - Ochoco Hwy.	KIND OF WORK: Grading & Base	
CONTRACTOR: R. C. Parsons & Son Const. Co.	CONTRACT NUMBER: 8567	FEDERAL AID PROJECT NUMBER: OS-0700(1)
DATE OF CONTRACT: August 15, 1977	DATE WORK STARTED: August 29, 1977	ESTIMATED COMPLETION DATE: Project completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 80	CALENDAR DAYS USED: 166
PROJECT AUTHORIZATION: $488,280.30* / $451,604.87 / $443,280.30*	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 208
EXCLUSIVE OF ENGINEERING: $415,794.79	ENGINEERING AUTHORIZATION: 45,000.00 / $35,810.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $430,100.00	ENGINEERING COST TO DATE: $46,672.24	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.4 %	PERCENT OF AUTHORIZATION: 104%	DATE PROJECT WAS COMPLETED: July 19, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.14	5.14			
MILES PARTIALLY COMPLETED	-	-			
MILES COMPLETED	5.14	5.14			
TOTAL ESTIMATED QUANTITIES (CONTRACT)					60 T
TOTAL QUANTITIES CORRECTED TO DATE					61.4 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					61.4 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None - project completed

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 18 1978
CONSTRUCTION BRANCH

Keeney, Jackmond, Hopkins, Williams, Johnson, Gierm, Richards, Berg, Inloes, Widmer, Gebauer, Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9/10/78	No activity - project completed
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: Semi-final preparation and submit semi-final to Region.

This will be the final weekly report on this project.

Const.

SIGNED W. H. Robertson LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8567

August 23, 1978

R. C. Parsons & Son Construction, Inc.
Post Office Box 462
Eugene, OR 97401

Gentlemen:

Time Extension Request
Old Dry Creek Road-Ochoco Highway
Contract No. 8567

Your request for additional time in which to complete this project has been carefully considered. An extension of 77 calendar days is granted for fencing and clearing delays; extra rock removal; telephone relocation delay; curtailment of work due to a shut down order; and quantity overruns.

Nine calendar days liquidated damages remain in effect on this project.

Should you have further questions in this matter, please contact the Region Engineer or the Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc FHWA
C. T. Keasey
D. D. Allen
W. W. Robertson
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8567

Salem, Oregon

August 21, 1978

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Old Dry Creek Rd.-Ochoco Highway
County Road No. 122
Crook County
Contract No. 8567

The contractor on the above project, R. C. Parsons & Son Construction, Inc., has requested a time extension of 94 calendar days. Pertinent contract time data are:

Contract awarded	8-15-77
Work started	8-29-77
Calendar days allowed	80
Calendar days used	166
Project completed	7-19-78

The contractor claims delays of 24 calendar days due to fence removal and clearing done by others under right of way agreements; 19 calendar days for extra rock removal; 14 calendar days due to telephone line relocation delays; 30 calendar days due to a stop work order; and seven calendar days due to an overrun in the 3/4"-0 aggregate.

Fencing and some clearing work on two properties was to be done by the property owners. Project records indicate that delays in this work delayed the contractor a total of 21 calendar days. This time should be returned to the contractor.

The clearing, grading and drainage items on this project were done on an equipment rental basis as bid in the contract. The contractor claims five days due to delay in getting Price Agreement approval for a D-7-E ripper cat (none specified in bid items) and 14 days due to the extra quantity of rock encountered. The five days for Price Agreement approval ran concurrently with the fencing and clearing delay, and is therefore not justified as additional time. The quantity of rock encountered was substantially more than anticipated on the project. The track mounted drill and air compressor items overran by 50 hours, or 224 percent. This alone amounts to (50/8 x 1.4), or nine calendar workdays. The ripper cat, which was added to the project equipment due to the additional rock encountered, worked 187 hours primarily on rock work. It is not possible to accurately state the ripper cat hours used ripping rock that otherwise would have had to be drilled and shot since some hours were spent on work that did not require ripping. However, if the ripper cat hours are reduced by the drill and compressor time as being concurrent work and assume that one-half of the remaining ripper cat time was spent on rock that otherwise would require shooting, the results $\left(\frac{187-90}{2 \times 8} \times 1.4\right)$

RECEIVED
STATE HWY ENGR
AUG 22 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

indicate that slightly over eight additional calendar days would have been required. The additional drill and compressor time (nine calendar days) plus the ripper cat time ripping rock (eight calendar days) would indicate a total of 17 additional calendar days required due to additional rock. The contractor's request for 14 additional calendar days should therefore be granted.

Power and telephone lines share the same utility poles on this project. There was some delay in relocating these utilities although through most of the delay there were other areas on the project available to the contractor and he was not delayed the full time until these were relocated. The power lines were relocated on new poles on October 5, 1977 and the contractor admits that this was timely. The telephone line was not relocated until October 11, 1977. This did cause some delay and five additional days are recommended for this reason.

On December 1, 1977, the contractor was told to shut down aggregate base operations due to the condition of the subgrade. Time count continued as did a minor amount of work until December 14, 1977. A stop work order was not issued until January 1, 1978 at which point the time count stopped. The work available to the contractor after the December 1, 1977 partial stop work order was insignificant and the 30 days from December 1, 1977 to January 1, 1978 should be returned to the contractor.

The 2"-0 and 3/4"-0 aggregate quantities both overran. The total overrun of these materials was 6,342 tons or 10 percent ($22,628.00). On a cost basis this increase would equate to five calendar days using original contract work items ($386,240.00) and original contract time (80 calendar days). The Region and Resident Engineer both recommend seven calendar days for this increased work, which compares favorably with the cost comparison. Therefore, seven additional calendar days should be granted for this work.

In summary, it is recommended that additional time be granted as follows: 21 calendar days due to fencing and clearing delays; 14 calendar days due to extra rock removal; five calendar days due to telephone relocation delay; 30 calendar days due to a shut down order; and seven calendar days due to an overrun in aggregate quantities. A total time extension of 77 calendar days is therefore recommended, leaving nine days of liquidated damages in effect.

This is an "Off System" federal-aid project and FHWA concurrence in this time extension is not required.

A rough draft letter to the contractor is attached.

OBJ:fr
Att.
cc: Dale Allen
W. W. Robertson
Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8567 Contractor R. C. Parsons & Son Const., Inc.

Highway County Road (Mill Creek Road #122)

Section Old Dry Creek Rd. -- Ochoco Hwy.

Kind of Work Grading and Base

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

An extension of 77 calendar days is granted for fencing and clearing delays; extra rock removal; telephone relocation delay; curtailment of work due to a shut down order; and quantity overruns.

Recommended for Approval:

Robert C. Pyle
Asst Regional Engineer

O. B. Jakeman
For Construction Engineer or ~~Bridge Engineer~~

H. L. Coulter
State Highway Engineer

Contract No.	8567
Project designation	OS-0700(1) State-Federal
Date awarded	August 15, 1977
Work started	August 29, 1977
Per cent completed	100% July 19, 1978 (Date)
No. of ~~Workdays~~ Calendar Days Allowed	80
No. of ~~Workdays~~ Calendar Days Used	166
No. of Added Workdays Requested	

SP*67865-734

E-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 12, 19 78

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 80 days to ..... days, within which to complete our Contract No. 8567, without the assessment of liquidated damages. The said contract is described as follows: Grading and Base on the Old Dry Creek-Ochoco Highway Section of Mill Creek Rd. in Crook County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See Attached Letter

Respectfully submitted,

R.C. Parsons & Son Construction, Inc.
Contractor

By Arvie W. McDowell
V.P.

CONSENT OF SURETY

Date July 14, 19 78

We, United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R.M. Hodgins
R.M. Hodgins Attorney-in-fact

(SEAL)

R.M. Hodgins
R.M. Hodgins Resident Agent

8567

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

ROBERT W STRAUB
GOVERNOR

AGENDA
MAY 30 1978
1h-5

DATE: April 28, 1978

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Old Dry Creek Road-Ochoco Highway
Crook County Road
Contract No. 8567

This Off-System project is approximately 80 percent complete and an overrun of $36,675.43, or 8.1 percent is anticipated. The principal items of overrun are:

Grading and Drainage	$ 6,306.00
Aggregate Base	28,342.00
Engineering	9,190.00

The grading and drainage item overrun is due to high water damage which occurred just prior to contract award.

The aggregate base item overrun is required to repair damage to the roadway caused by heavy rains and log hauling over the route last fall, and to provide additional rock leveling material to provide the proper finish to the project.

This is a Federal-aid project with Crook County providing the matching funds required. The overrun work is Federal participating and we will look to Crook County to provide the additional matching funds.

Your approval of an increase of $36,675.43 to a new total authorization of $488,280.30 is requested. This matter will be on the consent calendar for your May 30 meeting.

OBJ:fr ji

bc: R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
D. D. Allen
V. E.Skoog
George Bell

8567

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 25, 1978

FILE: CON 5 #8567

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Old Dry Creek Rd.-Ochoco Hwy.
Crook County Road
Contract No. 8567

The subject Crook County Off-System project is now approximately 80 percent complete and an overrun of $36,675.43, or 8.1 percent is anticipated. The principal items of overrun are as follows:

Items	Overrun
Grading and Drainage Items	$ 6,306.00
Aggregate Base Items	28,342.00
Engineering	9,190.00

The grading and drainage items were performed as equipment rental items as bid in the contract. These items overran as a result of high water damage which occurred just prior to the award of the contract.

The aggregate base was bid on a ton basis for 2"-0 and 3/4"-0 Aggregate Base. The 2"-0 base overrun (3,000 tons or $9,180.00) is necessary to repair contaminated areas which resulted from a combination of heavy rains and log hauling over the route last fall. The overrun in the 3/4"-0 aggregate (5,250 tons, or $19,163.00) is the result of the need for an additional one inch (from two inches to three inches) of leveling material to properly finish the roadway.

The engineering overrun ($9,190.00 or 26 percent) is due to an overrun of contract time. The contract time is expected to overrun by 100 percent.

It will be necessary for Crook County to provide the matching funds required and they have concurred in this request.

It is recommended that the Project Authorization on the project be increased by $36,675.43 to a new total of $488,280.30.

A rough draft letter to the Transportation Commission is attached.

OBJ:fr
Att.
cc: Robert Church

RECEIVED STATE HWY ENGR
APR 27 '78
REFER TO
FOR
Info
Invest
R/D
O/R
Sign
Act
File

MOVED

#8567

9

December 29, 1977

The Honorable Dick Hoppes
Crook County Judge
County Courthouse
Prineville, OR 97754

Dear Judge Hoppes:

Old Dry Creek Road-Ochoco Highway Section
Mill Creek Road

Please excuse the delayed response to the questions you posed in your November 8 letter on the archaeology study for the subject project. It has taken some time to gather the cost data and field notes.

The archaeologic study for this project is, of course, necessitated by Federal laws and regulations. An attached letter from David L. Cole, Curator for the Oregon State Museum of Anthropology, details the rationale behind the archaeology work. Unfortunately, at the outset of project development it is impossible to predict the extent of involvement with archaeologic sites on a specific job. We do extend our apologies to you, however, if we have not kept you fully informed of the necessity for and cost of this work as it progressed.

The archaeology work for this project was done in four separate stages:

A reconnaissance survey for the south end of the project	Estimated Cost -	$ 450.00
A site exploration for the south end ...	Estimated Cost -	1,380.00
A reconnaissance survey of the north end of the project	Estimated Cost -	490.00
Site excavation and salvage	Estimated Cost -	10,600.00

The separate survey for the north end of the job was caused by the addition of about three (3) miles to the project.

Attached to this letter are the cost estimates from the Museum for the four separate work stages, as well as final reports for the two survey phases. Final reports for the site exploration (Phase II) and excavation (Phase III) are not yet prepared. These reports will

be prepared when laboratory analysis is completed (lab work is done during the slow winter months).

The field work was essentially completed with as many man-days as estimated in the proposed budgets. The exploration (salvage) Phase III was done in ten calendar days of ten hours each by a field crew of eight men plus a supervisor. The long work day and weekend work probably explains why you were informed that the crew was only there for five days.

The field work took about as long as the original estimate. There were some small time savings which will result in a total final cost of $500 to $1,000 less than the total estimate of $12,920.00 for the four archaeology phases.

The exact cost of the archaeology work will not be known for several months. It will run less than the estimates. Billings are received from the Museum as work is performed. The first three phases of the archaeology work ($2,320) have been charged to preliminary engineering. Only Phase III excavation is shown as a separate line item in the August 1 letter sent to you.

We trust this information answers most of the questions you have. We will be sending you the final reports and costs when they are received from the Museum.

Very truly yours,

F. B. Klaboe
Assistant Director for Operations

Attachments

bc D. H. Moehring
H. S. Coulter
E. S. Hunter
Gary Potter
Carl Williams

PTD:ss/GAP /ESH:ja

Oregon State
Museum of Anthropology

College of Arts and Sciences
UNIVERSITY OF OREGON
Eugene, Oregon 97403

503/686-3034

December 19, 1977

Mr. Pieter T. Dykman
Environmental Section
Highway Division
Department of Transportation
416 Transportation Building

Dear Mr. Dykman:

In response to the request from your office concerning the rationale for the archaeological work conducted this past year on the Forest Boundary-Ochocco Project (Mill Creek Road), in Crook County, I offer a few comments:

First, and perhaps the most persuasive rationale, is the various laws related to protection and recovery of cultural resources. These laws were reinforced in 1971 by Executive Order 11593, signed by President Nixon, which, in essence, says that all laws relating to the protection of cultural resources, dating back to 1906, will be enforced. It is considered highly unlikely that E.O. 11593 will be rescinded since it calls for enforcement of existing laws. Also, with the tremendous build-up in staff, program development and commitment that has followed E.O. 11593, it is obvious that the cultural resources protection program will be with us for a long time.

I will summarize the apparent intent of legislation. In 1906 the American Antiquities Act declared the archaeological resources of the nation as part of the national heritage, making it illegal to collect artifacts or dig on federally owned or controlled land without a permit. The permit granting policy limits archaeological work to those public agencies committed to working for the benefit of the public, which in the state of Oregon is the University of Oregon and its affiliates. The 1906 Act, also, permits the federal government to "accept the relinquishment" of archaeological sites on non-federal lands.

The 1906 Act was enacted at a time when there first became a national awareness for the conservation of the nation's resources, although the first concerns for the preservation of the nation's archaeological resources were expressed over 100 years before by Thomas Jefferson.

an equal opportunity/affirmative action employer

Numerous other laws, since 1906, have embellished or reinforced the 1906 act, including several acts, revised or amended, related to archaeological salvage on highway construction projects. Important in this is the "National Environmental Policy Act of 1969" that requires that any project that is federally related--crosses federal lands, federally funded or financed, etc.--will be surveyed to identify natural and cultural resources that will be affected. The impact upon the identified resources must be mitigated before the project proceeds. The courts have ruled that if any part of a project is federally related then the entire project comes under federal law.

In reviewing the development of federal legislation, and the rationale behind it, it is quite apparent that the Congress has first, attempted to promote state and local responsibility in conservation of resources that are important to the nation as a whole. Because of the failure of state and local government agencies to respond (the state of Oregon still does not unconditionally support a cultural resource management program or support archaeological research without federal aid), there has been increasing intervention by the federal government. The laws and policies have been with us for 71 years. The current "inconveniences" are the results of nearly 65 years of neglect.

I hope this very abbreviated explanation will help you. If you have other questions please let me know.

Sincerely,

David L. Cole

David L. Cole
Curator of Anthropology

DC: ta

Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
WILLIAM S. EWING, Commissioner
FRANCES BURGESS, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

November 8, 1977

Fred Klaboe
Department of Transportation
State Highway Building
Room 140
Salem, Oregon 97310

Dear Mr. Klaboe,

Enclosed please find a copy of the request in the amount of $131,500.00 for Crook County's share of road improvement on Mill Creek road.

This amount was tendered to the Department of Transportation, but one item under estimated construction cost caught my eye and caused some concern. This was the amount estimated for Archeological Study.

Would it be possible for me to find out exactly how much was actually paid out for this study?

I've been appraised that the study and performance of said crew consisted of one person for two days, two persons for two more days and seven persons for five days. If this is the case, it would seem that $11,000.00 would be an excessive tab for this endeavor.

I would appreciate it if you could have one of your staff look into this.

Sincerely,

Dick Hoppes

Dick Hoppes, Judge

PROJECT MANAGEMENT
PME ☐ CCE ☐ ON ☐
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NOV 9 1977
File: PM FA
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RECEIVED
DOT OPERATIONS
NOV 9 '77
REFER TO
FOR
Info | Invest | R/D ✓ | S/R | Sign | Act | File

Road Dept. Bills
8-5-77

RECEIVED
AUG 2 1977

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 1, 1977

Crook County Court
Courthouse
Prineville, OR 97754

Attention Hon. Dick Hoppes
County Judge

Gentlemen:

On July 28, 1977 a satisfactory bid was received from R. D. Parsons and Son Construction, Inc., P. O. Box 462, Eugene, OR 97401 for the Old Dry Creek-Ochoco Hwy. Section on Mill Creek Road. This is an Off-Systems project.

The anticipated construction cost based on their bid is as follows:

Bid Items	$396,089.75
Temporary Erosion Control	1,000.00
Job Trainee	800.00
4-1/2% Contingencies	17,905.04
9% Engineering	35,810.08
ESTIMATED CONSTRUCTION COST	$451,604.87
Construction Costs	$451,604.87
Preliminary Engineering Costs	39,434.00
Right-of-Way Costs	25,000.00
X Archeological Study	11,000.00
ESTIMATED TOTAL COST OF PROJECT	$527,038.87
Less Off-System Funds	-500,000.00
100% County Funds	27,038.87
22% of $500,000.00	110,000.00
Less Prior Advance Deposit	- 5,500.00
ESTIMATED COUNTY SHARE	$131,538.87

County's Advance Deposit $131,538.87, or say $131,500.00.

Please make your check in the amount of $131,500.00 payable to the Oregon State Highway Division and send it to Mr. John Holcomb, Region 4 Federal Aid Engineer, 63055 N. Hwy. 97, P. O. Box 1249, Bend, OR 97701, prior to August 19, 1977.

Very truly yours,

Fred Heldebrandt

for Robert H. Prange
Local Program Manager

HR:ljt

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: June 23, 1977

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 Transportation Building
Salem, OR 97310

RE: Old Dry Creek Rd.-Ochoco Hwy.
Mill Creek County Road
Crook County

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

Paul B. Hartwig
Historic Preservation Coordinator

EL:ko

Use Code 046

Estimate for the Reconnaissance Survey North End

Survey of Additional 3 miles of
Forest Bdry. - Ochoco Reservoir Section,
County Rd. (Mill Ck. Rd.), Crook County

PROPOSED BUDGET

WAGES:			
Field: 12 hrs. at $7.543/hr.		90.52	
Report preparation: 2.5 days at $75.00/day		187.50	
	Total	278.02	
Payroll assessments 15.17%		42.18	
	Total wages		320.20
TRAVEL:			
Mileage:	315 mi. at .15¢/mi.	47.25	
Per diem:		9.25	
	Total travel		56.50
SERVICES & SUPPLIES:			
Film, printing, etc.		11.82	
	Total S & S		11.82
(UNIV. OF OREGON-OVERHEAD) INCIDENTAL COSTS:	36.5% of $278.02		101.48
	TOTAL:		490.00

Use Code 030

Estimate for the fieldwork for the Final Report North End Phase III

MILL CREEK ROAD

Forest Boundary - Ochoco Reservoir Section

Phase III - Excavations

PROPOSED BUDGET

WAGES:				
100 days	Field: 10 days at 60.35 (supervisor)		603.50	
	Field workers 100 days at 28.00 avg.		2,800.00	
	Report preparation:			
35 days	Lab work 120 hrs. at $3.25		390.00	
	Analysis - report writing 20 days/75.00		1,500.00	
	Total		5,293.50	
	Payroll assessments 15%	15.17% 2,103.50	319.10	
		2.97% 3,190.00	94.74	
	Total wages			5,707.34
TRAVEL:				
	Mileage: 3 vehicles/500 mi. ea. at. .15¢		225.00	
	Per diem: 10 persons at $19/day avg.		1,900.00	
	Total travel			2,125.00
SERVICES & SUPPLIES:				
	Film, printing, etc.		335.53	
	Contingency: Radiocarbon dating		500.00	
	Total S & S			835.53
	(Univ. of Oregon-Overhead)			
	INCIDENTAL COSTS: 36.5% of $5,293.50			1,932.13
	TOTAL:			10,600.00

Estimate for the Reconnaissance Survey South End

OCHOCCO LAKE SURVEY

Use Code 033

PROPOSED BUDGET

WAGES:		
Field: 6 hrs. at $7.54/hr.	45.24	
Report preparation:	224.00	
Total	269.24	
Payroll assessments 15%	40.39	
Total wages		309.63
TRAVEL:		
Mileage: 80 miles at .15¢	12.00	
Per diem: Meals	6.80	
Total travel		18.80
SERVICES & SUPPLIES:		
Film, printing, etc.	24.30	
Total S & S		24.30
(Main. of Access Overhead)		
INCIDENTAL COSTS: 36.5% of $269.24		98.27
TOTAL:		$ 450.00

Forest Boundary - Ochoco Reservoir Section
Mill Creek Road, Crook County
Explorations - Phase II

Estimate for the fieldwork for the Final Report South End

Phase II

PROPOSED BUDGET

WAGES:		
Field: 6 days total [2 people (60.32 & 26.00/day)]	258.96	
Report preparation:		
Lab: 3 days 26.00	78.00	
Writing, Photo prep. etc. 6 days 75.00 ave.	450.00	
Total	786.96	
Payroll assessments 15%	118.04	
Total wages		905.00
TRAVEL:		
Mileage: 350 mi 15	52.50	
Per diem:	94.50	
Total travel		147.00
SERVICES & SUPPLIES:		
Film, printing, etc.	40.76	
Total S & S		40.76
(Univ. of Oregon Overhead)		
INCIDENTAL COSTS: 36.5% of 786.96		287.24
TOTAL:		1380.00

[15 days]

PROJECT MANAGEMENT OFFICE MEMO

Date 12-28-77

Subject Old Dry Cr Rd – Ochoco Hwy Sec File No. OS-0700(1)
Mill Cr Rd (Crook Co Rd)

Received (call) (visit) from _____

Address _____

Made (call) (~~visit~~) to Carl Williams Phone _____

Reason for contact and general discussion:

1) Please call Judge Hoppes – Reply coming soon
2) Construction: Not paved, soft spots, need's more rock, will overrun
Don't mention Dec est apparent underrun
Also approx #10,000 R/W underrun
3) Thinks should hire different Archeologist – Referred him to Potter
4) Also thought #11,000 ridiculous for 1 weeks work

Signature _____

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Use Code 650

Estimate for the fieldwork for the Final Report North End

MILL CREEK ROAD

Forest Boundary - Ochoco Reservoir Section

Phase III - Excavations

PROPOSED BUDGET

WAGES:				
100 days	Field: 10 days at 60.35 (supervisor)		603.50	
	Field workers 100 days at 28.00 avg.		2,800.00	
	Report preparation:			
35 days	Lab work 120 hrs. at $3.25		390.00	
	Analysis - report writing 20 days/75.00		1,500.00	
	Total		5,293.50	
	Payroll assessments ~~15%~~	15.17% 2,103.50	319.10	
		2.97% 3,190.00	94.74	
	Total wages			5,707.34
TRAVEL:				
	Mileage: 3 vehicles/500 mi. ea. at. .15¢		225.00	
	Per diem: 10 persons at $19/day avg.		1,900.00	
	Total travel			2,125.00
SERVICES & SUPPLIES:				
	Film, printing, etc.		335.53	
	Contingency: Radiocarbon dating		500.00	
	Total S & S			835.53
	(Name of Unit Overhead)			
	INCIDENTAL COSTS: 36.5% of $5,293.50			1,932.13
	TOTAL:			10,600.00

Use Code 016

Estimate for the Reconnaissance Survey North End

Survey of Additional 3 miles of
Forest Bdry. - Ochoco Reservoir Section,
County Rd. (Mill Ck. Rd.), Crook County

PROPOSED BUDGET

WAGES:		
Field: 12 hrs. at $7.543/hr.	90.52	
Report preparation: 2.5 days at $75.00/day	187.50	
Total	278.02	
Payroll assessments 15.17%	42.18	
Total wages		320.20
TRAVEL:		
Mileage: 315 mi. at .15¢/mi.	47.25	
Per diem:	9.25	
Total travel		56.50
SERVICES & SUPPLIES:		
Film, printing, etc.	11.82	
Total S & S		11.82
(Indirect Charges Overhead)		
INCIDENTAL COSTS: 36.5% of $278.02		101.48
TOTAL:		490.00

Estimate for the Reconnaissance Survey South End

OCHOCCO LAKE SURVEY

Use Code 033

PROPOSED BUDGET

WAGES:			
Field: 6 hrs. at $7.54/hr.		45.24	
Report preparation:		224.00	
	Total	269.24	
Payroll assessments 15%		40.39	
	Total wages		309.63
TRAVEL:			
Mileage: 80 miles at .15¢		12.00	
Per diem: Meals		6.80	
	Total travel		18.80
SERVICES & SUPPLIES:			
Film, printing, etc.		24.30	
	Total S & S		24.30
(Rate per Board Resolution)			
INCIDENTAL COSTS: 36.5%	of $269.24		98.27
	TOTAL:		$ 450.00

Forest Boundary - Ochoco Reservoir Section
Mill Creek Road, Crook County
Explorations - Phase II

estimate for the field work for the Final Report South End

PROPOSED BUDGET

WAGES:		
Field: 6 days total [2 people (60.32 & 26.00/day)]	258.96	
Report preparation:		
Lab: 3 days 26.00	78.00	
Writing, Photo prep. etc. 6 days 75.00 ave.	450.00	
Total	786.96	
Payroll assessments 15%	118.04	
Total wages		905.00
TRAVEL:		
Mileage: 350 mi 15	52.50	
Per diem:	94.50	
Total travel		147.00
SERVICES & SUPPLIES:		
Film, printing, etc.	40.76	
Total S & S		40.76
(Use of Crook County Chainsaw)		
INCIDENTAL COSTS: 36.5% of 786.96		287.24
TOTAL:		1380.00

[15 days]

Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
WILLIAM S. EWING, Commissioner
FRANCES BURGESS, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

December 13, 1977

Fred Klaboe
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe,

Just thought I would send a follow up letter since I haven't heard from you regarding my request for information on the archeological study on Mill Creek road.

I do have intention of pursuing this matter and would really like, from the group who performed the study, an itemized breakdown of their statement.

Thank you,

Dick Hoppes

Dick Hoppes, Judge

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
DEC 27 1977
File: PM FA LG OP
TAA

NOTED
F. B. KLABOE
cy

RECEIVED
DOT OPERATIONS
DEC 16 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

12-27

Now Costs	Report					EST MAN DAYS
	77-27	1.	450.00	March 7, 1977	GAP	2.75
		2.	1380.00	April 14, 1977	GAP	15
3373.59	77-30	3.	490.00	May 10, 1977	GAP	4.5
1158.60		4.	10,600.00	June 2, 1977	PTD	135

1. Record & field survey 518-1920 (South Side Bypass Klamath County)
2. Exam potential sites 207-1981
3. Record & field survey for lengthened job 518-1920 (South Side Bypass Klamath County)
4. Complete mapping, evaluation perform all salvage & recommend mitigation. 207-1981

/ *

4.50
13.80
4.90
106.00
129.20◇

4.50 –
4.90 –
119.80*

GRADING AND PAVE | CONTRACTOR RC PARSONS & SON CONST INC

ITEM NO	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 12/26/77 QUANTITY	PERFORMED TO DATE 12/26/77 AMOUNT
001	FURNISH FIELD LABORATORY EACH	20000000	1000	200000	1000	200000	1000	200000
002	MOBILIZATION LUMP SUM	785000000	100000	785000	100000	785000	100000	785000
003	TEMP PROTECT AND DIRECT OF TRAF LUMP SUM	20000000	100000	200000	100000	200000	0000	100000
004	TEMPORARY SIGNS SQ FT	40000	521000	208400	521000	208400	285000	114000
005	TEMPORARY BARRICADES EACH	1250000	4000	50000	14000	175000	14000	175000
006	FLAGMEN HR	165000	800000	1325000	1000000	1650000	170000	1282500
006-99	ROADWORK							
007	MOVING COSTS LUMP SUM	1000000000	100000	1000000	100000	1000000	100000	1000000
008	TRACT, MIN 140 NET ENGINE HRSPWR W/ DZER HOUR	500000	500000	2500000	270500	1352500	270500	1352500
009	TRACT, MIN 60 NET ENGINE HRSPWR W/ DZER HOUR	400000	250000	1000000	345000	1380000	277000	1108000
010	FRONT END LOADER HOUR	400000	500000	2000000	350000	1400000	34[illegible]	1374000

ADING AND HAUL — CONTRACTOR RC PARSONS & SON CONST INC

ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 12/ /77 QUANTITY	PERFORMED TO DATE 12/ /77 AMOUNT	TO COMPLETE 01/ /78 QUANTITY	TO COMPLETE 01/ /78 AMOUNT
M FIELD LABORATORY EACH	20000000	1000	200000	1000	200000	1000	200000		
ILIZATION LUMP SUM	78500000	100000	78500	100000	78500	100000	78500		
PROTECT NO ECT OF THE LUMP SUM	20000000	100000	200000	100000	200000	6400	128000	93600	187200
PORARY SIGNS SQ FT	40000	521000	20400	521000	20400	299000	11960	222000	8880
PORARY BARRICADES EACH	1250000	4000	50000	14000	17500	14000	17500		
M-N CY	165000	800000	1325000	1000000	1650000	417000	1322220	583000	1927780
ORK									
N- COSTS LUMP SUM	100000000	100000	1000000	100000	1000000	100000	1000000		
T. MIN 150 NET ENGINE NE W/ DOZER HOUR	500000	500000	2500000	270500	1352500	270500	1352500		
T. MIN 65 NET ENGINE NE W/ DOZER HOUR	400000	250000	1000000	345000	1380000	277000	1108000	68000	272000
T END LOADER HOUR	400000	500000	2000000	350000	1400000	338000	1352000	12000	48000

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 12/05/77 QUANTITY	PERFORMED TO DATE 12/05/77 AMOUNT	QUA
011	BLADE GRADER	HR	348500	500000	1742500	280000	975800	265500	925723	
012	BACKHOE	HR	345000	60000	207000	406500	1402425	406500	1402425	
013	DUMP TRUCK	HR	305000	1000000	3050000	1000000	3050000	904500	2758725	
014	GRID ROLLER, WITH TRACTOR D-3	HR	340000	250000	950000	285000	1083000	277500	1054500	
015	DRILL, TRUCK MOUNTED	HR	300000	40000	120000	89500	268500	89500	268500	
016	AIR COMPRESSOR, 600 CFM	HR	200000	40000	80000	89500	179000	89500	179000	
017	TAMPER	HR	30000	60000	30000	158500	79250	158500	79250	
018	CHAIN SAW	HR	30000	50000	25000	15000	7500	15000	7500	
019	TRUCK, FLATBED	HR	75000	200000	150000	152000	114000	152000	114000	
020	LABORERS	HR	175000	800000	1400000	950000	1662500	936500	1638875	
021	EXPLOSIVES		20000	1000000	200000	4325000	865000	4325000	865000	

ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 12/05/77 QUANTITY	PERFORMED TO DATE 12/05/77 AMOUNT	TO COMPLETE 01/05/78 QUANTITY	TO COMPLETE 01/05/78 AMOUNT
GRADE- / HR	346500	500000	1742500	280000	975800	[illegible]	435723	11500	400077
CE / HR	345000	60000	207000	406500	1402425	406500	1402425		
TRUCK / HR	305000	1000000	3050000	1000000	3050000	904500	2758725	95500	291275
ROLLER, WITH TRACTOR / HR	380000	250000	950000	285000	1083000	277500	1054500	7500	28500
, TRUCK MOUNTED / HR	300000	40000	120000	19500	58500	19500	[illegible]		
OMPRESSOR, 600 CF / HR	290000	40000	40000	59500	172500	59500	172500		
/ HR	30000	60000	30000	158500	75250	158500	75250		
SIN / HR	30000	50000	25000	15000	7500	15000	7500		
, FLATBED / HR	75000	200000	150000	152000	114000	152000	114000		
ERS / HR	175000	800000	1400000	950000	1662500	936500	1638875	13500	23625
SIVES	26000	1000000	200000	4325000	455000	4325000	[illegible]		

TYPE WORK GRADING AND BASE | CONTRACTOR RC PARSONS & SON CONST INC | ESTIMA

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 12/15/77 QUANTITY	PERFORMED TO DATE 12/15/77 AMOUNT	QUA
022	WATERING	M- AL	60000	2900000	1740000	800000	480000	466000	279600	
023	2" - 0 AGGREGATE BASE	TO	30600	52200000	15973200	52200000	15973200	37000000	11322000	1
024	3/4" - 0 AGGREGATE BASE	TO	36300	10500000	3832500	10500000	3 32500			1
025	CLASS C ASPHALT CONCRETE	TO	300000	60000	180000	60000	180000			
026	FURNISH 18-INCH CULVERT PIPE	LIN FT	43000	10000	4300	26000	11180	26000	11180	
027	FURNISH 18-INCH CULVERT PIPE	LIN FT	47500	127000	60325	216000	102600	216000	102600	
028	FURNISH 18-INCH CULVERT PIPE	LIN FT	50000	358000	179000	468000	234000	468000	234000	
029	FURNISH 24-INCH CULVERT PIPE	LIN FT	65000	76000	49400	90000	58500	90000	58500	
030	FURNISH 36-INCH CULVERT PIPE	LIN FT	100000	30000	30000	172000	172000	172000	172000	
031	FURNISH 42-INCH CULVERT PIPE	LIN FT	197500	10000	19750	16000	31600	16000	31600	
032	FURNISH 72-INCH CULVERT PIPE	LIN FT	577500	10000	57750	12000	6930	12000	6930	

NG AND BASE | CONTRACTOR RC PARSONS & SON CONST INC | ESTIMATE NO 004

ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 12/15/77 QUANTITY	PERFORMED TO DATE 12/15/77 AMOUNT	TO COMPLETE 01/05/78 QUANTITY	TO COMPLETE 01/05/78 AMOUNT	CHANGE
G M- AL	60000	2900000	1740000	800000	480000	466600	279600	334000	200400	1
AGGREGATE BASE TO	30600	52200000	15973200	52200000	15973200	37000000	11322000	15200000	4651200	1
0 AGGREGATE BASE TO	35500	10500000	3432500	10500000	3 325[illegible]			10[illegible]6000	3 325[illegible]	1
ASPHALT CONCRETE TO	300000	60000	180000	[illegible]0000	1[illegible]0000			[illegible]000	1[illegible]0000	1
12-INCH CULVERT LIN FT	43000	10000	4300	26000	111[illegible]	24000	111[illegible]			1
18-INCH CULVERT LIN FT	47500	127000	60325	215000	102[illegible]	21[illegible]000	1[illegible]2500			1
18-INCH CULVERT LIN FT	50000	358000	179000	468000	234000	46[illegible]000	2[illegible]4000			1
24-INCH CULVERT LIN FT	55000	76000	49400	90000	5[illegible]500	90000	5[illegible]500			1
30-INCH CULVERT LIN FT	100000	30000	300[illegible]	172000	172000	172000	172000			1
42-INCH CULVERT LIN FT	197500	10000	19750	16000	31600	16000	31600			1
72-INCH CULVERT LIN FT	577500	10000	57750	12000	69300	12000	6930[illegible]			1

NO.		UNIT	UNIT PRICE	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	12/08/77 AMOUNT	C
033	FURNISH 24-INCH ARCH TYPE PIPE	LIN FT	71000	355000	252050	404000	286840	404000	286840	
034	FURNISH 30-INCH ARCH TYPE PIPE	LIN FT	120000	4000	4800	8000	9600	8000	9600	
	TOTALS FOR ORIG. CONTRACT				396 8975		396491[illegible]		3004313[illegible]	
	PRICE AGREEMENTS									
30101	ON-THE-JOB TRAINING 94002	HOUR	3000			147000	1[illegible]	147000	1[illegible]	
30201	DOC SPEC CHANGE #1									
30301	DOC ROLLER SUBSTITUTION #1 14									
30401	D-7-E DOZER/RIPPER MOVING COST	LUMP SUM	3500000			100000	35000	100000	35000	
30402	D-7-E DOZER/RIPPER OPERATED	HOUR	627500			187000	1173425	187000	1173425	
	SUB-TOTAL P. A.						1224[illegible]		1224[illegible]	
	ADJUSTMENTS									
6001	LIQUIDATED DAMAGES		-100000			19000	-190000	19000	-1-0000	

	UNIT PRICE	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	12/05/77 AMOUNT	QUANTITY	01/05/78 AMOUNT	GRO
24-INCH ARCH TYPE LIN FT	71000	355000	252050	404000	286840	404000	[illegible]			1
30-INCH ARCH TYPE LIN FT	120000	4000	4800	4000	9600	8000	9600			1
FOR ORIG. CONTRACT			396 8975		3964919		4004313		4555007	
FREE ENTS										
OR TO INLE OUR	3000			197000	1[illegible]	197000	1[illegible]			1
CHANGE #1										1
ER SUBSTATION										1
ZER/RIDER OT PUMP SUB	3500000			100000	35000	100000	35000			1
ZER/RIDER PUMP	627500			187000	1173425	187000	1173425			1
AL P. A.					1224145		1224145			
NTS										
ED NAME	-100000			19000	-190000	19000	-1-0000			1

ITEM NO.		UNIT	UNIT PRICE	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY
	SUB-TOTAL AD.. MATERIALS ON HAND						-1-0000		-1-0000	
7023	2"-0 AGGREGATE BASE FI 23	TO	1-000					10000000	1-00000	-10000
7024	3/4"-0 AGGREGATE BASE FI 24	TO	16500					10-00000	1732500	-10500
	SUB-TOTAL MATERIAL								3a32500	
	TOTALS ALL EXCEPT F.A.						4166338		34359d23	
	FORCE ACCOUNTS									
801	FURN FENCING MATERIALS						-000			
	SUB-TOTAL F. A.						-0000			
	* TOTAL PAY COSTS			396089/5			4071338		34359823	
	ADD. ANTICIP. ITEMS									
94001	TEMPORARY EROSION CONTROL			100000			100000			
94002	ON THE JOB TRAINEES PA 1			-0000						
98999	CONTINGENCIES			1790-04						
99999	ENGINEERING			358100			358100		2850006	

UNIT	UNIT PRICE	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	12/15/77 AMOUNT	QUANTITY	12/31/77 AMOUNT	CHG	Q
					-1-0000		-1-00000				
ASE 0	1-000					13000000	1-00000	-10000000	-1-000000	1	
E BASE 0	16-00					10-00000	1732500	-10-00000	-1732500	1	
-I-L							3-32500		-32325-0		
PT F-.					4-66338		34359-23		6323557		
TF- IALS					-000-				-0000	1-	
					-0000				30000		
STS			396-8575		4071338-		34359823		6353557		
TS S ON CONTROL			100000		100000				100000	1-	
ES			-0000							1-	
			1790-04								
			358100-		358100-		2-50000		7-1000-		

	UNIT			QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY
GRAND TOTAL					4515[illegible]487		44394389		372[illegible]4823	

NIT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	GR	QUA
		451 [illegible]487		44394389		372 [illegible]823		71845[illegible]5		

	203	1930	503	CO P 1		2.64		2.64		2.64
			TOT	P1		2.64		2.64		2.64
			** JOB TOTALS **			2.64	**	2.64	**	2.64 **
GUARDRAIL PLACEMENT ON CO RDS CONT NO				FA PROJ NOS RDS 000052 100						STATE
	206	1910	206	CO N 9				8.18CR		67.00CR
	206	1910	273	CO N 9				8.18		67.00
	206	1910	503	CO P 1				61.77		117.23
	206	1910	515	CO P 1		211.61		211.61		211.61
			TOT	P1		211.61		253.33		353.84
			** JOB TOTALS **			211.61	**	253.33	**	353.84 **
SEAR KING DOWNTOWN ST, COOS BAY CONT NO				FA PROJ NOS RDS 000032 100						STATE
	206	1935	515	CO P 1		2.64		2.64		2.64
			TOT	P1		2.64		2.64		2.64
			** JOB TOTALS **			2.64	**	2.64	**	2.64 **
COUNTY RD 8122(MILL CRK RD) CONT NO				FA PROJ NOS CO 700001 100						STATE
	207	1981	206	CO N 9		31.67CR		11,421.36CR		35,[illegible].36CR
	207	1981	207	CO N 9						4,[illegible].00
	207	1981	208	CO N 9		31.67		11,421.36		[illegible]
PE	207	1981	501	CO P 1	Res Eng.			[illegible].00		[illegible]
	207	1981	501	CO N 1				68.64		[illegible].43
	207	1981	505	CO P 1	Final Design					3,[illegible].36
	207	1981	510	CO P 1	R/W					[illegible]
	207	1981	513	CO P 1	Soils					5,[illegible].70
	207	1981	513	CO N 1	Flow Insp.					[illegible]
	207	1981	514	CO P 1	Utilities					[illegible]
	207	1981	[illegible]	CO P 1	Progress					1[illegible].62
	207	1981	[illegible]	CO P 1						[illegible].37
	207	1981	515	CO P 1	Specs & Est.			193.97		1,[illegible].37
	207	1981	[illegible]	CO P 1	Drafting			34.19		1,[illegible].00
			TOT	P1				274.05		30,[illegible].00
			** JOB TOTALS **				**	68.64		211.62
								343.30	**	30,777.43 **
COOLEY CO COOLEY COUNTY RD CONT NO				* FA PROJ NOS CO 000001 100						STATE
	210	1952	206	CO N 9				15,749.41CR		19,479.41CR

TOTAL TO DATE JOB COST SUMMARY — NOVEMBER 1977 — PAGE 300

FISCAL — GRAND TOTAL

TOTAL TO DATE JOB COST SUMMARY — NOVEMBER 1977 — PAGE 609

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
ROCK CREEK SECT	CONT NO	FA PROJ NOS RS 124001 100					STATE
	136 [illegible]	[illegible]	00 N 9	34.46CR	7,[illegible].22CR	9,313.41CR	
	136 [illegible]	[illegible]	00 N 9	34.46	7,[illegible].22	9,313.41	
	136 [illegible]	401	00 P 1		2,[illegible].00	5,[illegible].00	
	136 [illegible]	[illegible]	00 P 1		1,[illegible].00	1,[illegible].00	
	136 [illegible]	[illegible]	00 P 1		1,753.00	1,[illegible].00	
	136 [illegible]	407	00 P 1			1,132.93	
	136 [illegible]	[illegible]	00 P 1	6.70	[illegible].22	[illegible].93	
	136 [illegible]	[illegible]	00 P 1		120.51	[illegible].27	
	136 2[illegible]	503	00 P 1		6.35	132.35	
		TOT	P1	6.70	5,[illegible].03	10,[illegible].03	
		** JOB TOTALS **		6.70 **	5,847.68 **	10,681.49 **	
OLD DRY CK RD-OCHOCO HWY	CONT NO	FA PROJ NOS 00 700001 100					STATE
	207 2[illegible]	[illegible]	00 N 9		8,[illegible].16CR	8,[illegible].16CR	
	207 [illegible]	[illegible]	00 N 9		8,[illegible].16	8,[illegible].16	
	207 [illegible]	[illegible]	00 P 1			[illegible].00	
R/W.	207 [illegible]	[illegible]	00 P 1			[illegible].00	
	207 [illegible]	[illegible]	00 P 1			1,[illegible].00	
	207 [illegible]	[illegible]	00 P 1			7,[illegible].00	
	207 [illegible]	[illegible]	00 P 1			00.00	
	207 [illegible]	[illegible]	00 P 1	8.12	75.03	[illegible].01	
	207 [illegible]	[illegible]	00 P 1			[illegible].00	
	207 2504	503	00 P 1		15.96	79.00	
		TOT	P1	8.12	91.[illegible]	10,[illegible].03	
		** JOB TOTALS **		8.12 **	91.34 **	10,[illegible].03 **	
FOREST CREEK-HILLSBORO SECT	CONT NO	FA PROJ NOS 00 [illegible]001 100					STATE
	218 [illegible]	[illegible]	00 N 9		10.85CR	926.20CR	
	218 [illegible]	[illegible]	00 N 9		10.85	9[illegible].02	
	218 [illegible]	[illegible]	00 P 1			1[illegible].00	
	218 [illegible]	407	00 P 1			3[illegible].22	
	218 [illegible]	[illegible]	00 P 1			9[illegible].00	
	218 [illegible]	[illegible]	00 P 1		16.92	1[illegible].02	
	218 2502	414	00 P 1			2[illegible].25	
		TOT	P1		16.92	1,2[illegible].40	
		** JOB TOTALS **		**	16.92 **	1,2[illegible].40 **	
NW 9TH AT BUCHANAN(CORVALLIS)	CONT NO	FA PROJ NOS [illegible] 2[illegible]001 100					STATE
	302 [illegible]	[illegible]	00 N 9			470.60CR	
	302 [illegible]	[illegible]	00 N 9			470.00	
	302 [illegible]	[illegible]	00 P 1			2[illegible].00	
	302 [illegible]	404	00 P 1			110.00	
	302 [illegible]	407	00 P			5.25	
	302 2[illegible]	[illegible].37	00 P 1			393.29	

					** JOB TOTALS **		**	1.00	**	40,644.65	**		
COUNTY GEOMORTAIL PROJ	CONT NO		FA PROJ NOS [illegible]									STATE	
	207	1047	207	00	N 9			161.00CR		161.00CR		77	77
	207	1047	207	00	N 9			161.00		161.00		77	77
	207	1047	207	00	P 1			161.66		161.66		77	77
			TOT	P1				161.66		161.66			
			** JOB TOTALS **				**	161.66	**	161.66	**		
CROOK CO PAVEMENT MARKING	CONT NO		FA PROJ NOS PMS 005028 100									STATE	
	207	1043	207	00	P 1					155.93		75	75
	207	1043	207	00	P 1	2,184.23		8,124.72		19,702.61		77	77
	207	1043	207	00	N 9	89.10		11,669.11CR		19,[illegible].41CR		75	77
	207	1043	207	00	N 9	89.10CR		11,659.11		19,[illegible].41		75	77
	207	1043	900	00	P 1					85.48		75	77
	207	1043	900	01	P 1					70.16		75	76
			TOT	P1		2,184.23		8,124.72		21,[illegible].64			
			** JOB TOTALS **			2,184.23	**	8,124.72	**	21,542.64	**		
OLD DRY CRK-OCHOCO HWY	CONT NO 8567		FA PROJ NOS OS 700001 100									STATE	
	207	1045	207	00	P 1	157,274.70		265,291.00		265,291.00		77	77
	207	1045	207	00	N 1	7,053.73CR		12,[illegible].00CR		[illegible].00CR		77	77
Const.	207	1045	207	00	N 9	74,294.87CR		170,[illegible].00CR		170,[illegible].00CR		77	77
	207	1045	207	00	N 9	[illegible]		[illegible]		[illegible]		77	77
	207	1045	207	00	N 9	74,294.87		[illegible]		[illegible]		77	77
	207	1045	900	00	P 1	8,871.98		20,[illegible].16		20,[illegible].16		77	77
	207	1045	900	00	N 1			70.16		70.16		77	77
	207	1045	900	00	P 1			70.02		70.02		77	77
			TOT	P1		166,146.68		276,291.46		276,291.46			
			TOT	N1		7,053.73CR		12,[illegible].61CR		12,[illegible].61CR			
			** JOB TOTALS **			159,092.95	**	263,579.85	**	263,579.85	**		

TOTAL TO DATE JOB COST SUMMARY — NOVEMBER 1977 — PAGE 100

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
DIAMOND LAKE BLVD (ROSEBURG) CONT NO	* FA PROJ NOS DOS 100001 100						STATE	
	210 1052	276	01 P 1	390.00	390.00	10,489.24	76	77
	210 1052	276	01 N 1	390.00CR	390.00CR		76	77
	210 1052	276	00 N 9			8,100.00CR	76	76
	[illegible]	[illegible]	[illegible]			8,100.00	76	76

...ELLANEOUS RD OR FISH HATCH RD CONT FD PROJ NOS DS 315031 100

								STATE
					206.37CR	6,[illegible].37CR	6,[illegible].37CR	
					298.33	6,[illegible].07	6,[illegible].07	
						3,692.70	7,3[illegible].70	
						35.50	[illegible].37	
					7.04	7.04	7.04	
						192.58	2[illegible].60	
							[illegible]	
					7.04	3,[illegible].22	8,[illegible].26	
			TOT	M1		35.50	91.37	
			** JOB TOTALS **		7.04 **	3,879.22 **	8,170.26 **	

SOUTH SIDE DW-RDDS FDS 582 CONT NO FD PROJ NOS DS 315031 100

Klamath Co.

								STATE
					8,[illegible].15CR	16,[illegible].15CR	17,[illegible]CR	
					8,[illegible].15	16,[illegible].15	17,[illegible]	
					9,[illegible].71	23,[illegible]	23,[illegible]	Construct Fro
					4.40	[illegible].44	[illegible].44	
						981.70	9[illegible].70	
						[illegible]	[illegible]	
					123.03	1,[illegible]	3,[illegible]	
			TOT	P1	9,335.16	23,[illegible].51	33,[illegible].51	
			** JOB TOTALS **		9,335.16 **	23,[illegible].51 **	33,[illegible].51 **	

COOK CR RR COUNTY RD NO 2-16 CONT NO FD PROJ NOS DS 310782 100

								STATE
							2,[illegible]CR	
							[illegible]	
							2,[illegible]	
							1[illegible]	
							[illegible].03	
							[illegible].91	

TOTAL TO DATE JOB COST SUMMARY NOVEMBER 1977 PAGE 482

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
						6.61
						2[illegible].31
						25.05
						[illegible]
						[illegible]
		TOT	P1			2,[illegible].63
		TOT	M1			[illegible].91
		** JOB TOTALS **		**	**	2,[illegible].74 **

Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
WILLIAM S. EWING, Commissioner
FRANCES BURGESS, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

November 8, 1977

Fred Klaboe
Department of Transportation
State Highway Building
Room 140
Salem, Oregon 97310

Dear Mr. Klaboe,

Enclosed please find a copy of the request in the amount of $131,500.00 for Crook County's share of road improvement on Mill Creek road.

This amount was tendered to the Department of Transportation, but one item under estimated construction cost caught my eye and caused some concern. This was the amount estimated for Archeological Study.

Would it be possible for me to find out exactly how much was actually paid out for this study?

I've been appraised that the study and performance of said crew consisted of one person for two days, two persons for two more days and seven persons for five days. If this is the case, it would seem that $11,000.00 would be an excessive tab for this endeavor.

I would appreciate it if you could have one of your staff look into this.

Sincerely,

Dick Hoppes

Dick Hoppes, Judge

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
NOV 9 1977
File: PM FA
TAA _____ LG OP

RECEIVED
DOT OPERATIONS
NOV 9 77
REFER TO -
FOR
Info | Invest | R/D ✓ | C/R | Sign | Act | File

11-8-77

To: Hon. Dick Hoppes
Crook County Judge
Courthouse
300 E. 3rd
Prineville, Or. 97754

From G.W. Wimer
Local Government Manager

Thank you for your inquiry of Nov. 8, 1977
By copy of this acknowledgement your
letter is being referred to Gary Potter,
Environmental Section Manager who will
explain to you the need for archeological
studies and the authority under which
such studies are made. He can also
give you a breakdown of costs encured
in the study done on the Mill Creek
Road Off-System Project.

c.c. Fred Kluboe
Gary Potter w/att.

Gary Potter is already working on this

Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
WILLIAM S. EWING, Commissioner
FRANCES BURGESS, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

November 8, 1977

Fred Klaboe
Department of Transportation
State Highway Building
Room 140
Salem, Oregon 97310

Dear Mr. Klaboe,

Enclosed please find a copy of the request in the amount of $131,500.00 for Crook County's share of road improvement on Mill Creek road.

This amount was tendered to the Department of Transportation, but one item under estimated construction cost caught my eye and caused some concern. This was the amount estimated for Archeological Study.

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I would appreciate it if you could have one of your staff look into this.

Sincerely,

Dick Hoppes

Dick Hoppes, Judge

Jerry —
Klaboe is asking for a draft. Are you preparing one?
Dick

PROJECT MANAGEMENT
PME ☐ CCE ☐ ON ☐
LGE ☐ FAE ☐ OPE ☐
NOV 9 1977
File: PM FA
IAA _____ LG OP

RECEIVED
DOT OPERATIONS
NOV 9 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

5567

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Crook County Court
Courthouse
Prineville, OR 97754
Attention of Hon. Dick Hoppes, County Judge

Request No. (assigned by staff engineer or head of section) CC 1756

Date September 26, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $131,500

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Old Dry Creek-Ochoco Hwy. Section on Mill Creek Road-Off System Project covered by agreement numbered 5482.	$84,500	
		To be retained		$47,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 131,500

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 207-1045-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

OREGON STATE HIGHWAY DIVISION

№ 71757

JOURNAL VOUCHER

DATE SEP 22 1977

AMOUNT 134,898.38

PREPARED BY a

POSTED BY

FOR USE OF KEY PUNCH UNIT

TYPE OF CARD	PUNCHED BY	VERIFIED
Expenditure Distribution		
Equipment		
Rental and Depreciation		

EXPLANATION	GENERAL LEDGER ACCOUNT NUMBER	GENERAL LEDGER DEBIT	GENERAL LEDGER CREDIT	SUBSIDIARY LEDGERS DEBIT	SUBSIDIARY LEDGERS CREDIT
Advance Deposits	242.00	134,668 38 ✓		134,668 38	
Advance Deposits — Rentals	242.01	230 00 ✓		230 00	
Advance Deposit Account	104.00		134,898 38 ✓		
TOTAL					

A-138

DEBIT _____

CREDIT _____

8567

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-73		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Crook
MODIFICATION NUMBER	9-6-77	Project Number OS-0700(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 3, , 1977 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 25,000.00	$ 503,405.00
Federal funds	$ 19,500.00	$ 390,000.00
Other revisions		

This modification is made for the following reasons: To include right-of-way, archeological salvage, and construction in the agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of September, 19 77 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By J K Whitsett for

Technical Services Engineer
(Title)

By H J Oulte

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, August 29, 1977

FEDERAL AID PROJECT
No. OS-0700(1)

OLD DRY CREEK ROAD-OCHOCO HIGHWAY SECTION
MILL CREEK COUNTY ROAD
CROOK COUNTY

Revised Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 39,800.00
Type Code ROW			
Right of Way	All Required		$ 12,000.00
Type Code 6201			
Roadway (Sta. 11+00 to Sta. 282+39.08)			
Furnish Field Laboratory	1 each	2,000.00	$ 2,000.00
Mobilization	All Required		7,850.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	521 sq. ft.	4.00	2,084.00
Temporary Barricades	4 each	125.00	500.00
Flagmen	800 hour	16.60	13,280.00
Moving Costs	All Required		10,000.00
Tractor, Minimum 140 net Engine Hoursepower with Dozer	500 hour	50.00	25,000.00
Tractor, Minimum 65 net Engine Hoursepower with Dozer	250 hour	40.00	10,000.00
Front End Loader	500 hour	40.00	20,000.00
Blade Grader	500 hour	34.85	17,425.00
Backhoe	60 hour	34.50	2,070.00
Dump Truck	1,000 hour	30.50	30,500.00
Grid Roller, with Tractor	250 hour	38.00	9,500.00
Drill, Track Mounted	40 hour	30.00	1,200.00
Air Compressor, 600 CFM	40 hour	20.00	800.00
Tamper	60 hour	5.00	300.00
Chain Saw	50 hour	5.00	250.00
Truck, Flatbed	200 hour	7.50	1,500.00
Laborers	800 hour	17.50	14,000.00
Explosives	1,000 hour	2.00	2,000.00
Watering	2,900 M-Gal.	6.00	17,400.00
2"-0 Aggregate Base	52,200 ton	3.06	159,732.00
3/4"-0 Aggregate Base	10,500 ton	3.65	38,325.00
Class "C" Asphalt Concrete	60 ton	30.00	1,800.00
Furnish 12-inch Culvert Pipe	10 lin. ft.	4.30	43.00
Furnish 15-inch Culvert Pipe	127 lin. ft.	4.75	603.25
Furnish 18-inch Culvert Pipe	358 lin. ft.	5.00	1,790.00
Furnish 24-inch Culvert Pipe	76 lin. ft.	6.50	494.00
Furnish 36-inch Culvert Pipe	30 lin. ft.	10.00	300.00
Furnish 48-inch Culvert Pipe	10 lin. ft.	19.75	197.50
Furnish 72-inch Culvert Pipe	10 lin. ft.	57.75	577.50
Furnish 24-inch Arch Type Pipe	355 lin. ft.	7.10	2,520.00
Furnish 30-inch Arch Type Pipe	4 lin. ft.	12.00	48.00
			$ 396,089.75

Anticipated Items		
Temporary Erosion Control (E.W.)	All Required	$ 1,000.00
On-the-Job Trainees (E.W.)	All Required	800.00
		$ 1,800.00
	Subtotal	$ 397,889.75
	Engineering	53,715.25
	TOTAL	$ 451,605.00

Length of Project . . . . . 5.140 miles
Cost of roadway per mile $87,860.89

Summary of Funds (78.19%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering (incl. Archeological Salvage)	$ 39,800	$ 31,118	$ 8,682
Right of Way	12,000	9,382	2,618
Roadway	451,605	349,500	102,105
TOTAL	$503,405	*$390,000	$113,405

Group 1 - 100%
Contract No. 8567
Prefix 207-1045
Prefix 207-1981
Prefix 207-2504

*Note: Federal Funds are limited to $390,000 on this project.

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NO. 3-60	FEDERAL-AID PROJECT AGREEMENT	State: Oregon County: Crook Project No.: OS-0700(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., approximately 6 mi. East of Prineville

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-10-75	5.5
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS Pro Rata 78.19% FEDERAL FUNDS
$ 25,000	$ 19,500

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator MAR 8 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, February 25, 1976

Federal Aid Project
No. OS-0700(1)

Ochoco Hwy.-Old Dry Creek Rd. Section
County Road in Crook County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$25,000.00
	Total	$25,000.00

Length of Project - - - - - - - - - - - 5.5 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 25,000.00	$ 19,500.00	$ 5,500.00
Retain in P.S. & E.			
Const. Roadway	475,000.00	370,500.00	104,500.00
Total	$500,000.00	$390,000.00	$110,000.00

Prefix 207-1981

8567

August 1, 1977

Crook County Court
Courthouse
Prineville, OR 97754

Attention Hon. Dick Hoppes
County Judge

Gentlemen:

On July 28, 1977 a satisfactory bid was received from R. D. Parsons and Son Construction, Inc., P. O. Box 462, Eugene, OR 97401 for the Old Dry Creek-Ochoco Hwy. Section on Mill Creek Road. This is an Off-Systems project.

The anticipated construction cost based on their bid is as follows:

Bid Items	$396,089.75
Temporary Erosion Control	1,000.00
Job Trainee	800.00
4-1/2% Contingencies	17,905.04
9% Engineering	35,810.08
ESTIMATED CONSTRUCTION COST	$451,604.87
Construction Costs	$451,604.87
Preliminary Engineering Costs	39,434.00
Right-of-Way Costs	25,000.00
Archeological Study	11,000.00
ESTIMATED TOTAL COST OF PROJECT	$527,038.87
Less Off-System Funds	-500,000.00
100% County Funds	27,038.87
22% of $500,000.00	110,000.00
Less Prior Advance Deposit	- 5,500.00
ESTIMATED COUNTY SHARE	$131,538.87

Const agree $ 5482
R/w agree $ 44

County's Advance Deposit $131,538.87, or say $131,500.00.

Please make your check in the amount of $131,500.00 payable to the Oregon State Highway Division and send it to Mr. John Holcomb, Region 4 Federal Aid Engineer, 63055 N. Hwy. 97, P. O. Box 1249, Bend, OR 97701, prior to August 19, 1977.

Very truly yours,

for

Robert H. Prange
Local Program Manager

HR:ljt

bc w/att: John Holcomb, Region 4: Upon receipt of county's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit No. AD-307 and submit to Finance Branch.

8567

7-6-77

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OS-0700(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: OS-6

COUNTY NAME: Crook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-6-77	7-6-77	Non Federal-aid	County Rd.

GENERAL LOCATION:

"Ochoco Highway - Old Dry Creek Road"

GENERAL DESCRIPTION OF WORK:

Grade, drain, high type pavement Code 6201 Miles 5.50

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. R. J. Henry dated June 28, 1977, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

As requested in Mr. Rulien's July 1, 1977, letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $475,000- Federal funds $370,500 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-6-77	L. K. Rossman	for Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973—[illegible] 838

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

June 28, 1977

FILE: 207-1981

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

TO: Robert H. Prange
Local Projects Manager

SUBJECT: Old Dry Creek Road-
Ochoco Highway Section
Off-System Project
Crook County

NOTED
D. H. MOEHRING

Attached is Crook County's reply to your inquiry of June 15, 1977. The County does wish to proceed with the subject project.

JEH:mr

cc: Wil Robertson

PROJECT MANAGEMENT

JUN 29 '77

REFER TO:

wimer
Prange

FOR

Info	Investigate	R/D	Action	File	Letter	See me

Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
WILLIAM S. EWING, Commissioner
FRANCES BURGESS, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

June 24, 1977

John E. Holcomb
Regional Traffic Engineer
Oregon State Highway Division
P. O. Box 1249
Bend, Oregon 97701

Dear Mr. Holcomb:

It is the County's desire to have the State Highway Department proceed on bidding construction of Mill Creek Road as outlined in your letter of June 17, 1977.

We understand that the total cost to the County for the finished job will be up to but not exceed $228,000.

Please advise us when and where the bid openings will be held.

Sincerely,

CROOK COUNTY COURT

Dick Hoppes

Dick Hoppes, Judge

Old Dry Creek - Ochoco Hwy Sec
Project # OS-0700(1)

cc Dick Hacek
Cliff Laux

ROE RE RME RCE FAE
RTE RECEIVED ENV
RUE JUN 27 1977 RDE
RSO REGION 4 REE
ASSIGNED

8567 Crook

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6 12 77
Donald L. Bond

7-28-77 Bid Letting _____ All Clear Deadline

SECTION Old Dry Cr. - Ochoco Hwy.
Highway Mill Cr. Co. Rd.
County Crook Region ____
Type of Work 6-P Funds 05
State ✓ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X				Problems addressed will be covered by Permits
Write-off Letter	X					
PERMITS:						
Division of State Lands		X				Riprap Certificate
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X		X		
Cultural Salvage		X		X		
NOISE:						
Noise Study		X		X		

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: June 23, 1977

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 Transportation Building
Salem, OR 97310

RE: Old Dry Creek Rd.-Ochoco Hwy.
Mill Creek County Road
Crook County

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

Paul B. Hartwig
Historic Preservation Coordinator

EL:ko

Phase III (Excavation) Field Work - Actual Work

Prel. Investigation

11 Days equivalent (440 hr.)

CREW - 8 men

7 worked 10 days of 10 hrs each

1 " 7 days of - total of 54 hours

Total crew hours = 754 hours.

Actual time in field 16 calendar days!

Other phases I + II and (I additional)
- hours essentially as estimated!

Per Dykeman 12-28-77

8567

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-21-77

FEDERAL AID PROJECT NO.: OS-0700(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Crook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: OS-6

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 5 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-7-77	Non Federal-aid	County Road

GENERAL LOCATION:

"Ochoco Highway-Old Dry Creek Road"

GENERAL DESCRIPTION OF WORK:

Archeological Salvage

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Increase of funds for salvage phase of work.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6-16-77 letter I approve the additional costs for Archeological Salvage as authorized 3-7-77, in amount not to exceed $11,090-FF $8671.

Returned herewith is a signed copy of the Supplemental Archeological Agreement covering the increased work.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-21-77	D. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

2567

June 15, 1977

TO Dave Fenton
Region 4 Federal Aid Engineer

FROM Robert H. Prange
Local Projects Manager

SUBJECT Old Dry Creek Rd. - Ochoco Hwy. Sect.
Off-System Project
Crook County

The current estimate for constructing the subject off-system project is $568,000. Crook County is already committed to $50,000 in right-of-way and preliminary engineering. This brings the total cost of the project to $618,000.

Please get a letter from Crook County stating that the county wants the project to proceed, based on the above estimate of $618,000 and that the county will be willing and able to pay its share of the costs. In this case the county will be obligated to pay 22% of $500,000 plus 100% of all costs over $500,000 as follows:

Construction Estimate	$568,000
R/W and P.E.	50,000
Total Project Cost	$618,000
22% of $500,000	$110,000
100% over $500,000	118,000
Total county share	$228,000
Less previous deposit	5,500
Adjusted County share	$222,500

222,5

NOTE: The county's share will be readjusted after bids are received and tabulated.

RHP:dmc

NOTED
...OR C. HOLMES

8567 Crook

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 14, 1977

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Old Dry Cr. Rd.-Ochoco Highway Sec.
County Road (Mill Creek Road)
Crook County

TO: MEMO TO THE FILES

Yesterday, Bob Poole, Region 4 Construction Engineer, informed us by phone that we should revise the contract plans as follows:

1. The typical section should show 10-inches of Crusher-run Aggregate Subbase (3" Maximum Top Size) and 2-inches of Aggregate Wearing Course. This is a stage construction base design with the future addition of surfacing materials being determined by the Soils Section.

2. The length of paving to be about 100-feet at the Ochoco Highway.

These revisions and a review of unit prices by the Cost Analyst Unit result in a project cost of $568,000. Mr. Poole indicated this project cost was acceptable to Crook County.

FE:az
cc: R. C. Poole
R. H. Prange
Art Brumitt

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Tr...

RECEIVED
JUN 15 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Section "A" Bypass-Kbd.--Ochoco Hwy (2 ST) Programming Estimate $ _____

8567

Highway County Rd (Mill Creek Rd.) Project Length 5.14 miles

County Crook 6-6-77 Completion Time _____

Kind of Work Grade and Pave _____

Prefix 2 ER-1991 FA Project No. 05-0700(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 613,810.20

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	(X)	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1,000 -	
State Furnished _____		
Install Water Meter		$ 1,800 -
Furnish Water		
Laboratory Fees		
On the Job Trainees	X 800 -	
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities _____		
_____		
_____		
_____		
Misc. Permit Fees _____		
_____		

$ 615,610.20

Contingencies (4-1/2%) . . . . .

Engineering (9 %) 55,405.09

SUBTOTAL $

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 698,715.58

APPROVED

_____

Road Design Engineer

$\frac{615,610.00}{5.14} = \#119,768/\text{Mile}$

$\#119,768 \times 3.30 \text{ Miles} = \#392,234$

13.5 E.& C. = 53,356

$\#445,590$ For 3.3 Mi.

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date

Section Old Dry Creek Rd. - Ochoco Highway County Crook

Kind Of Work Grading and Paving Length 5.14 miles Name Stein

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Laboratory		Each	1	1500⁻	1500⁻
	Mobilization (6)		All	All	Lump Sum	34,700⁻
	Temporary Protection and Direction of Traffic		All	All	Lump Sum	3500⁻
	Temporary Signs		Sq. Ft.	521	6⁻	3126⁻
	Temporary Barricades		Each	4	125⁻	500⁻
	Flagmen		Hr.	1200	17.50	21,000⁻

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date

Section Old Dry Creek Road - Ochoco Hwy

County Crook

Kind Of Work Grading and Paving

Length 5.14 miles

Name Stein

No	Item	Code	Unit	Quant.	Unit Cost	Total
	ROADWORK					
	Moving Costs		All	All	Lump Sum	2,165-
	Tractor, Minimum 140 net Engine Horsepower with Dozer		Hr	500	50-	25,000-
	Tractor, Minimum 65 Net Engine Horsepower with Dozer		Hr	250	30-	7,500
	Front End Loader		Hr	500	42-	21,000
	Blade Grader		Hr.	500	30-	15,000
	Backhoe		Hr.	60	28-	1,680
	Dump Truck		Hr.	1000	28-	28,000
	Grid Roller, with Tractor		Hr.	250	35-	8,750
	Drill, Track Mounted		Hr.	40	18-	720
	Air Compressor, 600 CFM		Hr	40	18-	720
	Tamper		Hr.	60	4-	240
	Chain Saw		Hr.	50	3-	150
	Truck, Flatbed		Hr	200	7-	1,400
	Laborers		Hr	800	17.50	14,000
	Explosives		Lb.	1000	3-	3,000
						129,325

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3

Date

Section Old Dry Creek Rd.- Ochoco Hwy. County Crook

Kind Of Work Grading and Paving Length 5.14 mi. Name Stein

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Watering		M-Gal	3,300	5-	16,500
	Coarse Aggregate Base		Ton	62,700	4.65	291,555
	3/4"-0 Aggregate Base		Ton	15,200	6-	91,200
	Cold Mix Asphalt Concrete Mixture		Ton	520	10-	5,200
	Liquid Asphalt in Mixture		Ton	31	85-	2,635
	Aggregate in Sand Coke Seal		Cu Yd.	16	25-	400-
	1/4"-#10 Aggregate in Seal		Cu.Yd.	13	250-	3,250
	CRS-2 Asphalt in Seal		Ton	2	15-	30-
	3/4"-0 Aggregate in Prime Coat		Cu. Yd	20	15-	300-
	MC-800 Asphalt in Prime Coat		Ton	4	150-	600-
	Furnish 12-inch Culvert Pipe		Lin Ft	10	5.75	57.50
	Furnish 15-inch Culvert Pipe		Lin Ft	127	6-	762-
	Furnish 18-inch Culvert Pipe		Lin.Ft.	358	6.45	2,309.10
	Furnish 24-inch Culvert Pipe		Lin.Ft.	76	8.95	680.20
	Furnish 36-inch Culvert Pipe		Lin.Ft.	30	13.75	412.50
	Furnish 48-inch Culvert Pipe		Lin Ft	10	19-	190-
	Furnish 72-inch Culvert Pipe		Lin Ft	10	60-	600-
	Furnish 24-inch Arch Type Pipe		Lin Ft	355	9.60	3408-
	Furnish 30-inch Arch Type Pipe		Lin Ft	4	17.50	70-
				1420	59.30	

8567

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Pipe Data
2B	Summary, Plan & Profile

5-27-77

STATE OF

STATE HIGHV

PLANS FOR PRO

GRADING

OLD DRY CREEK RD.

COUNTY ROAD

CROOK

JULY

Dry. No's.

S-1, S-5, S-12, 2126C - Temporary Protection & Direction of Traffic.

2091B - Culverts

1833 - Asphalt Macadam

PRELIMINARY COPY
SUBJECT TO CHANGE

BEGINNING OF PROJECT OS-0700(1)
Sta. 11 + 00

END OF PROJECT OS-0700(1)
Sta. 282 + 39.08

MAY 27 1977

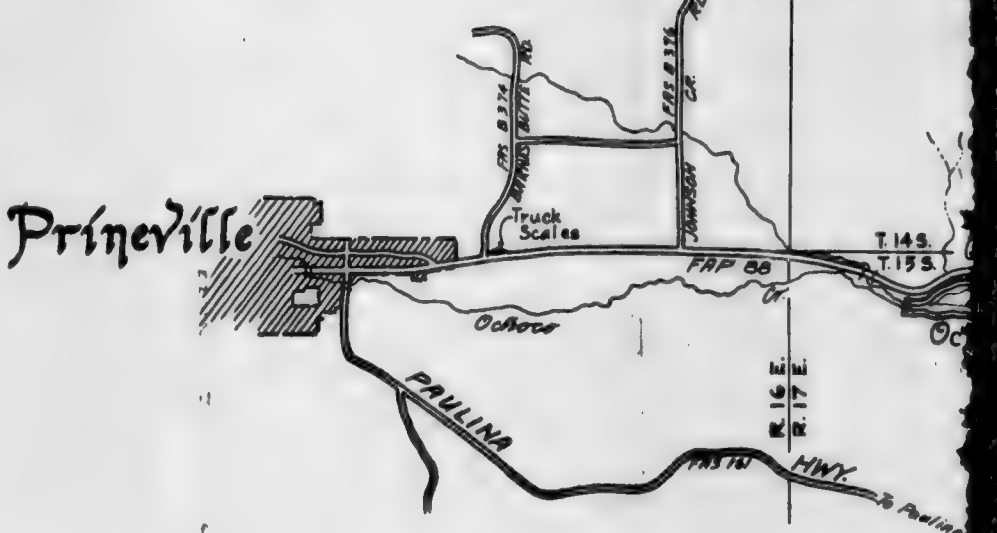
APPROVED _____ 19__

COUNTY COURT OF Crook COUNTY

BY Dist Hoppes
COUNTY JUDGE

William S Ewing
COUNTY COMMISSIONER

Frances L Burgess
COUNTY COMMISSIONER



Scale: Sk

0

13V-178

Overall Length of Project 6.4 Miles

TE OF OREGON
IIGHWAY DIVISION
FOR PROPOSED PROJECT

PRELIMINARY COPY
MAY 19 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

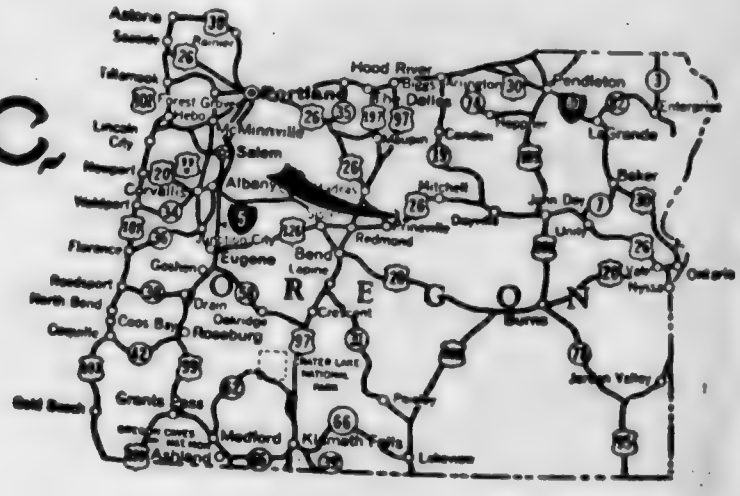
AS REVISED

OLD DRY CREEK RD.~ OCHOCO HWY. SEC. COUNTY ROAD (MILL CR. RD.) CROOK COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	OS-0700(1)		See Index

GRADING & PAVING

RD.~OCHOCO HWY. SEC.
ROAD (MILL CR. RD.)

CROOK COUNTY
JULY, 1977



Sketch Map
Scale 0 1 2 Miles

Both Prof
Hwy miles new

REGISTERED PROFESSIONAL ENGINEER 4475 OREGON OCT. 20, 1969 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 1952 OREGON MAY 19, 1960 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Kiaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

8567

UNIVERSITY OF OREGON

Museum of
Natural History

EUGENE, OREGON 97403
telephone (code 503) 686-3033

an equal opportunity
affirmative action employer

May 18, 1977

Pieter T. Dykman
Environmental Section
Highway Division
Department of Transportation
416 State Highway Building
Salem, Oregon 97310

Dear Mr. Dykman:

The archaeological survey of the Additional Project Mileage, Forest Boundary-Ochoco Reservoir Section, Mill Creek Road, Crook County, from Old Dry Creek Road to Station 171, was completed by Dr. Richard M. Pettigrew, Research Associate and Survey Archaeologist for Highways, on May 17, 1977. This section of roadway is at the western edge of the floodplain of Mill Creek, an area where one might expect to find archaeological sites. The only evidence of aboriginal habitation found in this three-mile section, however, was a single flake.

It is believed that, if there is an archaeological site in the project area, it probably is buried under alluvial and/or colluvial deposits. It seems unlikely that any cultural deposits can be disturbed by the proposed project except in places where topsoil is to be removed.

In the event that evidence for an archaeological site is uncovered during construction, the Museum of Natural History should be notified immediately so that an evaluation can be made of the discovery.

Yours truly,

David L. Cole
Curator of Anthropology

DLC:rb
cc: R.M.Pettigrew

8567 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION 5-10-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: See below

STATE PROJECT NO.: Various

COUNTY NAME: Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: ---

TO:

Mr. H.S. Coulter
State Highway ENgineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 13 '77
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	See below	Various	Various

GENERAL LOCATION:

See below

GENERAL DESCRIPTION OF WORK:

Program change adding archeological salvage for the amounts shown as well as effective date.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Archeological salvage
Total cost not to exceed amounts shown.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 4-25-77 letter, I approve the program changes and you are authorized to proceed with the work for each project effective date as shown below. A signed copy of archeological authorization for each project is returned herewith.

Project No.	Authorization Date	Project Est. Cost	Federal Funds
F-3(2)	March 7, 1977	$ 390	$ 334
I-5-5(42)250	March 7, 1977	480	442
F-BRF-50(1)	March 11, 1977	410	351
RS-23-018(3)	April 14, 1977	565	484
OS-0700(1)	April 14, 1977	1,380	1,184

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-10-77	[signature]	For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8567

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

May 10, 1977

FILE: 207-1981

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Forest Boundary-Ochoco Highway
Mill Creek Road, SOSR Project
Crook County

Crook County has written to confirm their position that they want this road graded and based for the whole section, before any paving is considered. The top width is to be 26 feet, as discussed at the meeting of May 4, but not mentioned in my memo of May 5. The County standard for roads of this nature is 28 feet, and this falls within our design guidelines and is fine with us.

Wil Robertson will be hand-carrying the details of this project, as an equipment rental job, to Salem on May 10.

David Fenton

DSF:pw

cc: Judge Hoppes
Wil Robertson
Frank Terpin
J. H. Versteeg
Gary Potter
Dave Carter

PROJECT MANAGEMENT

MAY 11 '77

REFER TO

FOR

Info	Investigate	R-D	Action	File	Letter	See me
			X			

Crook County Court

PHONE (503) 447-6553

DICK HOPPES, Judge
WILLIAM S. EWING, Commissioner
FRANCES BURGESS, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

MEMORANDUM OF RECORD

MILL CREEK ROAD

Pursuant to the meeting involving the citizens of Mill Creek Road on the evening of Wednesday, May 4th, the consensus of opinion by all concerned, including the County of Crook, is to base and grade the approximate five and one-half miles if possible.

If any money is left over, it should be used to pave any portion of the same road beginning at the point of the Ochoco Highway.

Dick Hoppes
Crook County Judge

5/5/77

— 8567

Old Dry Creek Road - Ochoco Highway Sec.
Mill Creek Co. Rd. # 122
Crook County

May 9, 1977

NARRATIVE REPORT

This is a location survey to grade and place aggregate surfacing on the Mill Creek county road from Old Dry Creek road to the Ochoco Highway in Crook County. As per the desires of Crook County the old alignment and grade is to be followed as closely as practical except for a new connection to the Ochoco Highway. Surfacing to be placed on this project is to be 15 inches in depth with a top width of 28 feet. It is proposed to utilize 12" of aggregate base and 3" of aggregate leveling to obtain the specified surfacing depth. Aggregate materials are to be furnished by the contractor. Possible material sources are located on properties, adjacent to the project, owned by Mr. Craig or Mr. Ortman.

Due to limited resources, time, and the nature of the project, as currently envisioned, it is proposed to perform the following work with equipment rental:

Clearing & Grubbing	Lump Sum		$10,000
Removal of Strs & Obstructions	Lump Sum		500
Ditch Excavation	100 C.Y.	@ 6.00	600
Trench Excavation	200 C.Y.	@10.00	2,000
General Excavation	45,000 C.Y.	@2.00	90,000
Overhaul			1,000
Watering	1,500 M. Gal	@ 8.00	12,000
Loose Riprap Class 700	400 C.Y.	@10.00	4,000
			$120,100

No attempt has been made, by this office, to delinate equipment rental quantities however the items listed in the quantity summary & cost estimate are a minimum.

While there is no paving item for the main portion of the project, it is proposed to pave the road connection to the Ochoco Highway.

There is a probable archaeological site on property owned by Mr. Donaca within and/or adjacent to the R/W. Said site is approximately 1.6 miles from the Ochoco Hwy.

As of this date there are two properties where R/W negotiations are incomplete (Ortman and Pine Products 'Rhoden').

H H Robertson

Ochoco Hwy. - Old Dry Creek Road
Co. Rd. # 122 (Mill Creek)
Crook County

May 10, 1977

QUANTITY SUMMARY & COST ESTIMATE

Item	Unit	Quantity	Price	Amount
Furnish Field Laboratory Building	Each	1	$2,000	$ 2,000
Mobilization	All	100%	36,967	36,967
Temp Protcetion & Direction Traffic	All	100%	5,000	5,000
Temporary Signs	Sq Ft	200	6.00	1,200
Flagmen	Hour	240	17.00	4,080
Equipment Rental:				
Labor			(Clr & Grub	10,000
Explosives			(Rmv Str & Obst	500
Air compressor			(Dt Ex	600
Track mounted drill			(Gen Ex	90,000
Motor grader (Cat #12)			(O/haul	1,000
Loader, wheel type (Cat #966-C)			(Tr Ex	2,000
Grid roller			(Water	12,000
Tractor w/dozer (Cat D-7)			(Riprap	4,000
Tractor w/dozer (Cat D-4)				
60 Hp Wheel tractor w/backhoe (34-45 engine HP)				
Truck, dump (8-12 Cu Yd)				
Truck, Water (3,000 gal)				
50 Hp Saw, chain, 20" bar				
				120,100
Watering	M-Gal	1,000	8.00	8,000
Aggregate Base	Ton	66,200	3.50	231,700
Aggregate Leveling	Ton	14,530	4.50	65,385
Class 'C' Asphalt Concrete	Ton	300	25.00	7,500
12" Culvert Pipe	Lin Ft	10	10.00	100
15" Culvert Pipe	Lin Ft	127	11.00	1,397
18" Culvert Pipe	Lin Ft	358	12.00	4,296
24" Culvert Pipe	Lin Ft	76	18.00	1,368
36" Culvert Pipe	Lin Ft	30	30.00	900
48" Culvert Pipe	Lin Ft	10	45.00	450
72" Culvert Pipe	Lin Ft	10	65.00	650
24" Arch Type Culvert Pipe	Lin Ft	355	22.00	7,810
30" Arch Type Culvert Pipe	Lin Ft	4	25.00	100
				499,003
Engineering & Contengencies 8% ±				39,997
				$539,000.00

Surfacing Calculation Sheet

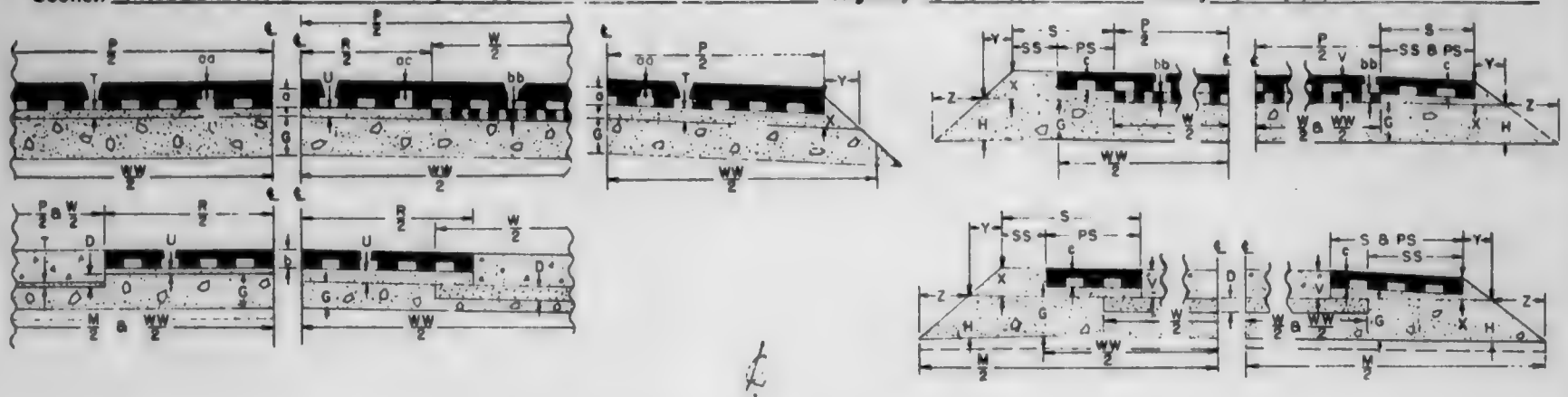
OREGON STATE HIGHWAY DIVISION

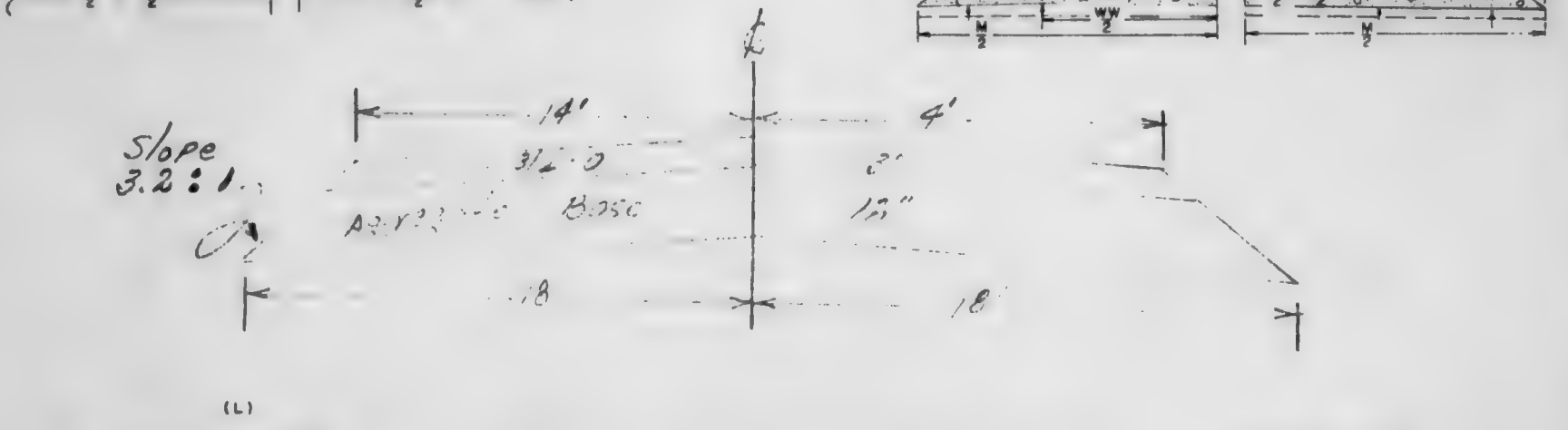
Sheet 1 of 1 Sheets

Made By LPC Date [illegible]

Checked By _____ Date _____

Section [illegible] Highway [illegible] County Crook





(L)

Length of Section 27150 Feet (Use above space for sketch of Typical Section used and/or calculations) Specific Gravity _____

LIME TREATED SUBGRADE (M) (L) / 9 (d) _____ Sq.Yds.

(Depth in inches)

Lime ___ / 6 x .01125 x (d) _____ = _____ Tons

AGGREGATE BASE

$$\left[\left(\frac{(G)+(H)}{2}\times\frac{(SS+Y)}{27}\right)+\left(\frac{(H)}{2}\times\frac{(Z)}{27}\right)+\left(\frac{(G)+(H)}{2}\times\frac{(SS+Y)}{27}\right)+\left(\frac{(H)}{2}\times\frac{(Z)}{27}\right)\right](L)$$

$$\left[\left(\frac{49.6+36}{2}\times\frac{1}{27}\right)+\left(\frac{\quad}{2}\times\frac{\quad}{27}\right)+\left(\frac{\quad+\quad}{2}\times\frac{\quad}{27}\right)+\left(\frac{\quad}{2}\times\frac{\quad}{27}\right)\right](27150)=32982$$

$$\left(\frac{(WW)}{2}\times\frac{(G)}{27}\times(L)\right) \text{ or } \left[\left(\frac{(WW)}{2}\times\frac{(G)}{27}\right)-\left(\frac{(D)}{2}\times\frac{(W)}{27}\right)\times(L)\right]=$$

(1.30) = _____ Cu.Yds.

(2*) = 65368 / 2 = 66200 Tons

Driveways

TOP COURSE BASE and SHOULDERS

Top Course $\left[\left(\frac{(R)}{2}\times\frac{(U)}{27}\right)+\left(\frac{(P)}{2}\times\frac{(T)}{27}\right)\right](L)$ ( ) = _____

Shoulders $\left[\left(\frac{(V)+(X)}{2}\times(S)\right)+\left(\frac{(X)}{2}\times\frac{(Y)}{27}\right)-\left(\frac{(PS)}{2}\times\frac{(C)}{27}\right)\right](2)(L)$

$$\left[\left(\frac{28+28.4}{2}\times 0.25\right)+\left(\frac{\quad}{2}\times\frac{\quad}{27}\right)-\left(\frac{\quad}{2}\times\frac{\quad}{40,222}\right)\right](2)(27150)=7840$$

(1.30) = _____ Cu.Yds.

(2*) = 14480 / .50 = 14530 M Gal

Driveways

WATERING

Crushed Material 80930 Cu.Yd. x .025 = 2023 M Gal

Earthwork _____ Cu.Yd. x .2 ** = _____

**Furnished by Construction Section

CEMENT TREATED BASE $\left(\frac{(W)}{2}\times\frac{(D)}{27}\times(L)\right)(\quad)^{*}=$ _____ (e) Tons

Cement in C.T.B. .055 x (e) _____ = _____ Tons

Asphalt in Seal (W) _____ x (L) _____ x .000137 _____ Tons

PLANT-MIX BITUMINOUS BASE (W) _____ x (L) _____ x (bb) _____ x (Tons / Sq Ft / 1" Thick)* _____ = (f) _____ Tons

Asphalt in Bituminous Base Mixture .055 x (f) _____ = _____ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable

The dimensions "u", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.

All other dimensions shall be expressed in feet or decimals of feet

8567

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Forest Boundary-Ochoco Hwy.
Highway: Mill Creek Road
County: Crook
Prefix: 207-1981
Res. Engr. W. W. Robertson

Date May 9, 1977
Ten Year
Traffic Coefficient 7.5
18 kip s.a. per day 55.5
R value 11
Frost Penetration 30.0"
CBE Total Requirement 24.0"

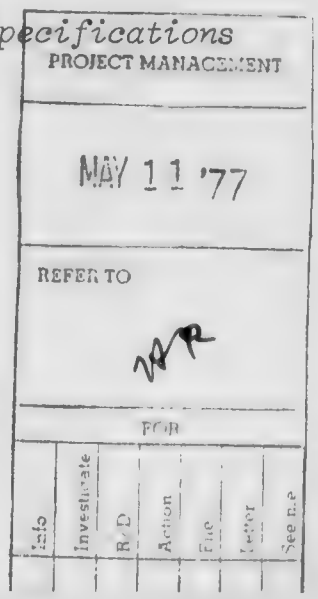
STRUCTURAL SECTION
NEW WORK

	ACTUAL THICKNESS	COMPONENT	CREDIT
Second Stage	3.5"	Cold Mix	6.5
	3.0"	Aggregate Level	3.0
First Stage	3.0"	Aggregate Level	3.0
	12.0"	Crusher Run Aggregate Subbase (3.0" Top Size)	12.0
	21.5"		24.5"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Oil Mat	= 1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City



8567

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 207-1981

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
May 5, 1977

FROM: David S. Fenton
Regional Federal Aid Engineer

SUBJECT: Forest Boundary-Ochoco Highway
Mill Creek Road, SOSR Project
Crook County

TO: MEMO FOR THE RECORD

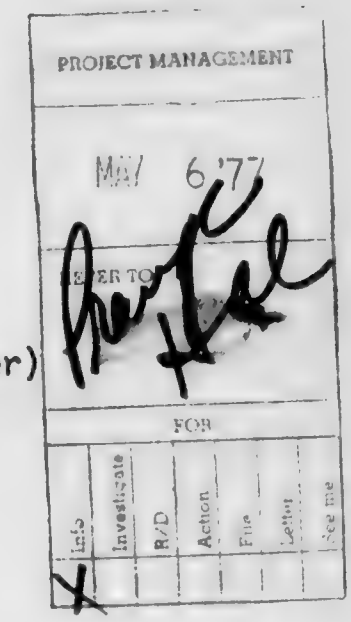
A meeting was held in the Crook County Courthouse at 7:00 PM on the 4th of May. The above project was discussed with the property owners in an attempt to reach a consensus as to what should be done with the design. The basic design guidelines have changed recently, allowing us more leeway in designing a road of this nature.

Project development to-date was discussed first. Next, we outlined the options available now: grade and base the whole distance, or as much as possible; grade, base, and pave approximately 3.6 miles; use our original design; drop the project entirely. After some discussion of the pros and cons, all the property owners present agreed that they preferred the alternate of grading and basing as much of the road as possible. If the entire road can be completed for less than $500,000, then the remainder of the money could be applied toward some paving, from the Ochoco Highway north. The County will send a letter to us making this position official. We will be submitting our recommendations for this job soon, as an equipment rental.

The last problem to clear up seems to be archaeology. Two small sites have been found adjacent to the right-of-way. A meeting in the field between the Resident Engineer and the archaeologist will be arranged as soon as possible.

Attending last night's meeting were:

Name	Organization
Bob Pool	OSHD
Wil Robertson	OSHD
Jock Elliot	OSHD
Dave Fenton	OSHD
Dick Hoppes	Crook County (Judge)
Duane Amens	Crook County (Roadmaster)
Property Owners	
Wesley Craig	Shirley Craig
H. E. Cholin	Ruth Cholin
Carl Ortman	Esther Ortman
John Rhoden	
J. C. VanVoorhees (Lawyer for Rhoden)	



DSF:pw
cc: Judge Hoppes, W. Robertson, L.W.Rulien, Frank Terpin
J. H. Versteeg, Gary Potter, Jack Sollis, Dave Carter

TOTAL TO DATE JOB COST SUMMARY — APRIL 1977 — PAGE 491

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
COUNTY RD #122(MILL CRK RD) CONT NO			FA PROJ NOS OS 700001 100				STATE
	207	1981	296	00 N 9		4,500.00CR	24,000.00CR
	207	1981	297	00 N 9		4,500.00	4,500.00
	207	1981	298	00 N 9			19,500.00
	207	1981	901	00 P 1	30.16CR	4,303.93	22,937.77
	207	1981	901	00 N 1	91.52	236.11CR	139.84
	207	1981	905	00 P 1	56.46	2,729.87	2,729.87
	207	1981	909	00 P 1		308.88	2,280.36
	207	1981	910	00 P 1		547.00	5,836.70
	207	1981	913	00 P 1			78.00
	207	1981	913	00 N 1			22.50
	207	1981	914	00 P 1	111.24	111.24	111.24
	207	1981	921	00 P 1	467.20	467.20	467.20
	207	1981	923	00 P 1	415.54	533.62	533.62
	207	1981	950	00 P 1			817.57
			TOT	P1	1,020.28	9,001.74	36,302.33
			TOT	N1	91.52	236.11CR	162.34
			** JOB TOTALS **		1,111.80 **	8,765.63 **	36,464.71 **
BARLEY CR BARLEY COUNTY RD	CONT NO		FA PROJ NOS OS 000001 100				STATE
	210	1982	296	00 N 9		3,730.00CR	3,730.00CR
	210	1982	297	00 N 9		3,730.00	3,730.00
	210	1982	905	00 P 1			69.44
	210	1982	906	00 P 1	209.26	680.59	903.51
	210	1982	921	00 P 1	58.76	58.76	58.76
	210	1982	923	00 P 1	1.02CR	48.23	48.23
			TOT	P1	267.00	787.63	1,164.99
			** JOB TOTALS **		267.00 **	787.63 **	1,164.99 **
COUNTY-HIGH RD SYSTEM	CONT NO		FA PROJ NOS HHS 00S024 100				STATE
	212	1902	296	00 N 9		460.00CR	460.00CR
	212	1902	298	00 N 9		460.00	460.00
	212	1902	901	00 P 1	8.33CR	704.95	704.95
	212	1902	902	00 P 1		3.00	3.00
	212	1902	905	00 P 1	2.96	245.71	245.71
			TOT	P1	5.37CR	953.66	953.66
			** JOB TOTALS **		5.37CR**	953.66 **	953.66 **
COUNTY RDS OFF FED-AID SYSTEM CONT NO			FA PROJ NOS SRS 00S023 100				STATE
	212	1903	296	00 N 9		100.00CR	100.00CR
	212	1903	298	00 N 9		100.00	100.00
	212	1903	901	00 P 1		52.75	52.75
	212	1903	903	00 P 1		5.00	5.00
	212	1903	905	00 P 1	4.44	263.91	263.91
	212	1903	911	00 P 1	2.12CR	9.94	9.94

207-2504
R/W 7/100 ac ±

8567

C

D

4-77

8567 Crook Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

April 22, 1977

FILE: 207-1981

FROM: David S. Fenton
Regional Federal Aid Engineer

SUBJECT: Forest Boundary-Ochoco Hwy
Mill Creek Road
Crook County

TO: MEMO FOR THE RECORD

A meeting was held in the Crook County Courthouse on April 21, 1977, to discuss recent developments relating to this project. In attendance were:

Name	Organization
Dick Hoppes	County Judge
Frances Burgess	County Commissioner
Don Sweet	County Surveyor
Bob Pool	OSHD
David S. Fenton	OSHD
Wil Robertson	OSHD

At an informal hearing on April 18, 1977, there seemed to be a consensus of property owners that they did not want the project as presently designed. Some would have preferred an improved gravel road on the existing center line. This would not have been allowed under the standards in effect when the project was designed.

New standards have been promulgated (AASHTO "R-R-R" pub., rec'd April 6, 1977), which not only allow staying with the existing center line but also allow a 24' top width (as opposed to the proposed 30'). Redesigning the road to the new standards would seem to be a reasonable compromise for all concerned. The road could be graded and based the entire 5.17 miles for somewhat over $500,000. The road is partially paved now, however, so reverting it to gravel only must be discussed with the adjacent property owners. This will be done, and a final decision made, within the next couple weeks. A June letting still seems possible, barely.

REFERRED TO

Beard — Reed
Cole — Semple
Eriksen FE — Watson
Hagar — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

David S. Fenton

DSF:pw
cc: Judge Hoppes
Dave Carter
L. W. Rulien
J. H. Versteeg ✓ Road Design
Frank Terpin
Gary Potter
Wil Robertson

1 Versteeg ✓
2 Olson
3 Doe
Scott
Swenson
Savage
Trout

RECEIVED
APR 25 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8567

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

April 4, 1977

FILE: 207-1981
OS

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: Robert Prange
Local Project Manager

SUBJECT: Work by County Forces
Forest Boundary-Ochoco Hwy
Mill Creek Road
Crook County

The County has requested that they be allowed to do some reimbursable work under this project. The reasons are set out in the enclosed letter.

The "Craig property" referred to is at the extreme northern end of the project. It is isolated from the remainder of the project because of the requirement to shorten overall project length. It would be inconvenient and expensive to have this minor work done under contract. We believe that it would be in the public interest to allow the County to do the requested work.

David Fenton

DSF:pw
Enclosure
cc: Fred Ericksen

Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
WILLIAM S. EWING, Commissioner
FRANCES BURGESS, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

March 31, 1977

David S. Fenton
Regional Federal Aid Engineer
Oregon State Highway Department
Bend, Oregon 97701

RE: Mr. Craig's Property on
Mill Creek Road Project

Dear Dave:

The work needed to be done on Mr. Craig's property as part of the Mill Creek Road project is 2.7 miles from the rest of the project. The amount of work consists of constructing an approach road and installing a culvert. Due to the distance from the main project and the small amount of work to be done, this would be an added cost to the contractor.

The estimated cost of the County forces doing the job is as follows:

1. 40' of 18" C.M.P. @ 3.60/ft.	$149.60
2. Labor and Equipment	241.00
3. Overhead	40.00
TOTAL:	$430.60

We respectfully request that the County be allowed to perform this work.

Sincerely,

CROOK COUNTY COURT

Dick Hoppes, Judge

DS:dr

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8567 3-31-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: See below

STATE PROJECT NO.: Various

FROM: G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: --

COUNTY NAME: Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	3-7-77	----	-----

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

Program change - add archeology studies.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Archeology studies

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-23-77 letter, I approve the program change adding archeology studies to the projects as shown below and you are authorized to proceed with those studies for the costs shown.

PROJECT	TEC	FF
U-F-79(2)	$500	$429
RS-30-116(1)	500	429
OS-0700(1)	450	351
OS-2501(1)	470	367

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-31-77	E. Wallack	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8567

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: OS-0700(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: OS-6

COUNTY NAME: Crook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway ENgineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO
Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
See below	1-13-77	Non Federal-aid	County Road

GENERAL LOCATION:

"Ochoco Highway-Old Dry Creek Road"

GENERAL DESCRIPTION OF WORK: Program change and
Acquisition of right of way .

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change
Add acquisition of right of way to character of work.

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter, you are authorized to proceed with the actual acquisition of right of way for thesubject project, total estimated cost of $15,000 - Federal funds $11,728.

PS&E approval and authorization to advertise for bids under your approved Secondary Road plan given 11-10-75 is withdrawn until certification of land acquisition per FHPM 6-9-11 paragraph 8c is submitted and approved.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-7-77	D. K. Hoosner	Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—631-855

8567

~~PRO 6-2~~

January 27, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Program Change
Project No. OS-0700(1)
Ochoco Highway-Old Dry Creek Rd. Section
Crook County

We hereby request your approval of a program change on the subject project to include in the character of proposed work "Acquistion of Right of Way".

The right of way to be acquired consists of approximately nine acres of unimproved property from 15 different owners resulting from minor alignment revisions. No improvements are involved, therefore relocation is not required.

Copies of State Clearinghouse and District 10 Clearinghouse A-95 review approval letters dated December 28, 1976 and December 30, 1976 were previously forwarded.

Nonmajor action (Category 3) project reassessment concurred in by FHWA on December 30, 1976.

We further request authorization as of January 13, 1977, to proceed with the actual acquisition of the right of way required for the project at an estimated total cost of $15,000 with an obligation of $11,728 in federal funds.

CL:dpy

cc: J. B. Boyd
Frank Lowe

8567

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

1-24-77

Subject: Federal Aid Project No. OS-0700(1)
Project Name Ochoco Hwy.-Old Dry Creek Rd.
Mill Creek Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Prineville, Oregon, this 24th day of January, 1977

County of Crook

Dick Hoppes
County Judge/Chairman

William S Ewing
Commissioner

Frances Burgess
Commissioner

cc: F. Lowe
D.E. Swan
C.T. Keasey
J. Chidsey

Done - 1-28-77

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 28 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

9567

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

January 17, 1977

FILE: LOC 17
207-1981

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: George Hopkins
Local Gov't Programs Engineer

SUBJECT: Ochoco Hwy.-Old Dry Creek Road
Mill Creek Road
Off-System Project
Crook County

We had a meeting on January 17, 1977, with the Crook County Court to discuss this project. Field work has been completed and sent to Salem. Fred Eriksen has supplied up-to-date cost estimates, which we presented to the County. The $500,000 project limit will do about half of the original project.

The County does not wish to exceed $500,000 in total project costs. In order to accomplish this, the County wants the road graded and based from the Ochoco Highway to Station 171, and paved foom the Ochoco Highway as far north as the money will go. If by some chance (and low bids) the paving can go as far north as Station 171 and there is still money left, then the County would like to apply the funds to minor improvements within the original project scope and limits. Overall formal project limits should not be changed, even though only about half the original job will be done.

Now that most, if not all, questions have been answered, the County is very anxious to get the project under contract. It has been hanging fire for some time. They want OSHD to do the construction engineering, so please have an agreement made up and sent out to me.

DSF:mr

David Fenton

cc: Frank Terpin
J. H. Versteeg

PROJECT MANAGEMENT
JAN 18 '77
REFER TO:
Info
Investigate

We already have an agreement covering financing and engineering

Engring by State.

8567

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: Janaury 6, 1977

FROM: L. W. Rutten
Program Management Engineer

SUBJECT: PROJECT REASSESSMENT
Ochoco Hwy.-Old Dry Cr. Rd.
(Mill Creek Section)
County Road No. 122
Crook County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 4: C. M. Williams
District 10: R. L. Lammert
Region 4 Geologist: Rolland VanCleave

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 1-7-77

RECEIVED
STATE HWY ENGR
JAN 7 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-125-1367

8567

FHWA (21 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 30, 1976

In reply refer to: 1041EC.1

SUBJECT: Project OS-0700(1)
Ochoco Hwy.-Old Dry Cr.Rd.
(Mill Creek Section)
Crook County

FROM: G. L. Green, Division Administrator

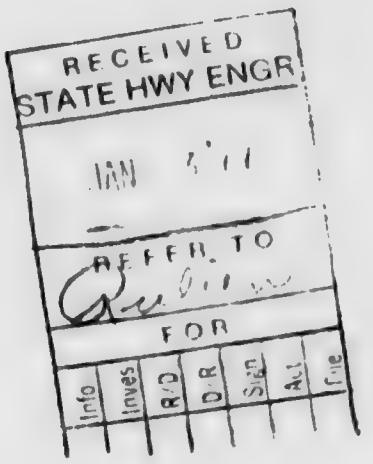
TO Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project's reassessment submitted with Mr. Rulien's November 26, 1976 letter which reevaluates the impacts anticipated due to an alignment change has been reviewed.

We concur with your determinations that the effects of the alignment changes on the natural and cultural environment will not be significant and that the existing classification of Category 3, Non-major, remain unchanged.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Dave Fenton, Reg.Env.)



8567

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Ochoco Hwy-Old Dry Creek Road

DATE: December 28, 1976

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~xxxx

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

PNRS STATE REVIEW

Project #: 7611 2 1590 Due Date: DEC 24 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) We request review of the final application.

( ) State agency permits are required to implement this project. (list below)

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

AREAS OF NEW DISTURBANCE OUTSIDE OF THE EXISTING ROADWAY OF THIS MILL CREEK ROAD PROJECT IN CROOK COUNTY WILL NEED TO BE SURVEYED BEFOREHAND FOR IMPACT TO CULTURAL RESOURCES.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency 5/11/76 By Paul B Hartung

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

DEC 15 1976

PNRS STATE REVIEW

Project #: 7611 2 1590 Due Date: DEC 24 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) We have no comment.

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( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) We request review of the final application.

( ) State agency permits are required to implement this project. (list below)

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By Michael J. Fleischer

PROJECT # 761-2-1590

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Crook County comprehensive plan and efforts to update the plan (i.e. the county's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the statewide land use goals, particularly the relationship between #12: Transportation and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

MF:jh

(#2) 8567

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 30, 1976

TO Executive Department
Federal Aid Coordination Unit

Central Oregon Intergovermental
Council
1106 W. Highland
P.O. Box 575
Redmond, OR 97756

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 10
Section: Ochoco Highway-Old Dry Creek Road
Highway: Mill Creek Co. Rd.
County: Crook

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 28, 1976.

BLG:md

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: Carl M. Williams
District Engineer: R. L. Lammert
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

OREGON PROJE[ ] NOTIFICATION AND R[ ]VIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

Page One

	For Internal Use Only	[1-8] PNRS #				
02	[12] APPLICANT: Department of Transportation		[45]	[46] DIVISION: Highway	[60]	[76] ZIP: 97310 [80]
03	[12] APPLICANT ADDRESS STREET: Room 205 DOT Building		[45]	[46] CITY: Salem	[60]	
04	[12] CONTACT PERSON: L. W. Rulien		[45]	[46] AREA CODE: 503 [48]	[49] PHONE: 378 [55]	[56] EXTENSION: 6563 [59]
01	[12] PROJECT TITLE: Ochoco Highway-Old Dry Creek Road					[71]
11	[12] PROJECT LOCATION—CITY: Mill Creek Co. Rd.	PROJECT LOCATION—COUNTY: Crook		PROJECT LOCATION SEC: -- T: 13S R: 17E		[79]

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [12] This project is for the reconstruction of the existing road. Increased [71]

06 [12] logging truck traffic has caused this minimal facility to deterioriate. Improvement [71]

07 [12] of this 5.5-mile section will involve grading, paving and acquisition of narrow [71]

08 [12] strips of new right-of-way. [71]

09 [12] [71]

10 [12] [71]

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	[12] (A) Grant [19]: 507,000	[20] (B) Other [27]: ----	[28] (C) State [35]: ----	[36] (D) Local [43]: 143,000	[44] (E) FUNDS [51]: ----	[52] (F) FUNDS [60]: 650,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79] [71]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [45] [46] FEDERAL SUB-AGENCY NAME: FHWA [79]

15 [12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: 11/30/76

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: December [43] DAY [44]: 28 [45] YEAR: 1976 [46]

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11/30/76

VI. If project includes state funds (12C), identify agency --

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

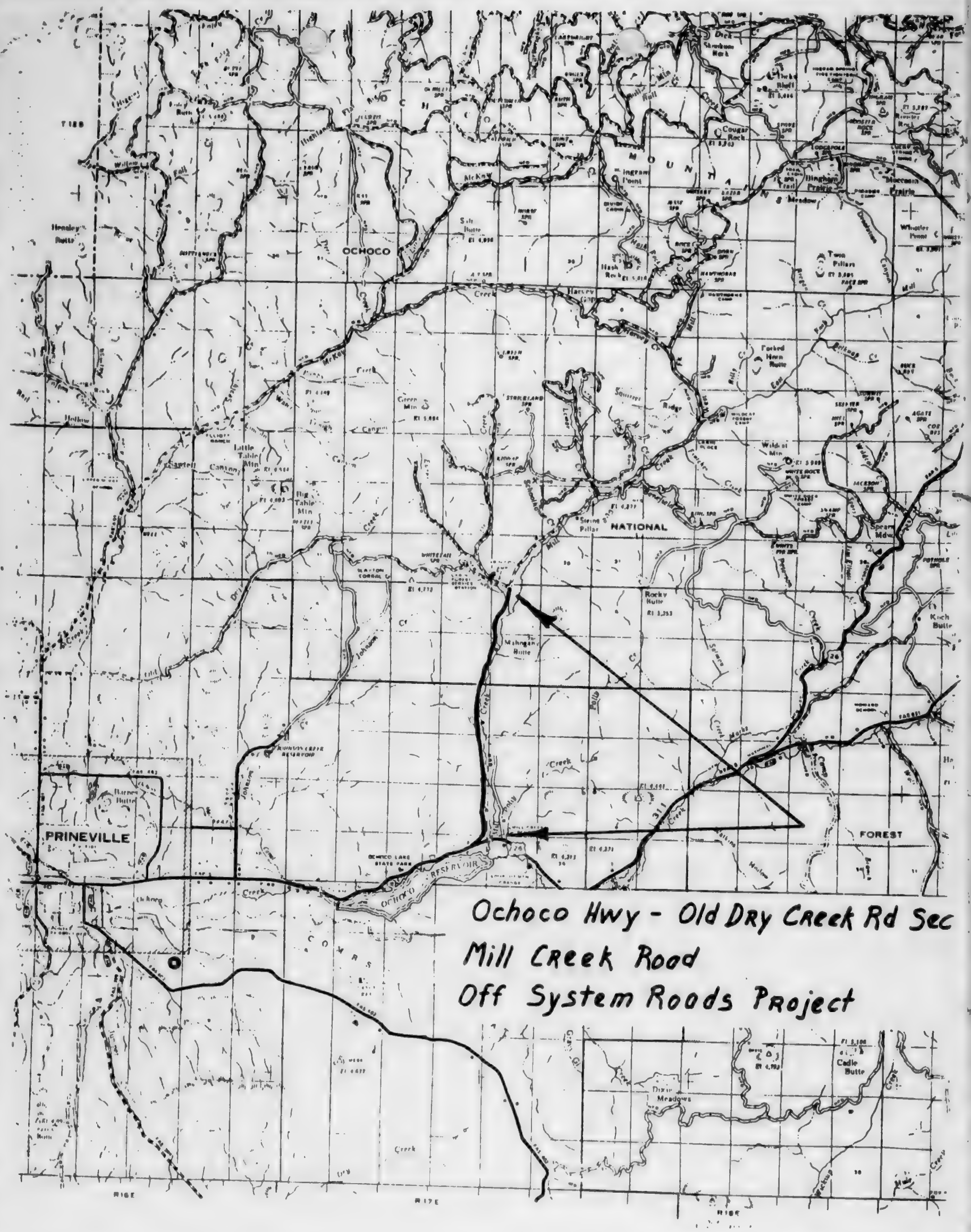
	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan. Right-of-Way requirements are not significant and a public hearing would not need to be offered. This is an Off-System Project.


OCHOCO
PRINEVILLE
NATIONAL
FOREST
Ochoco Hwy - Old Dry Creek Rd Sec
Mill Creek Road
Off System Roads Project

(#3)

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 30, 1976

TO ALL INTERESTED FEDERAL AGENCIES

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
Section: Ochoco Highway-Old Dry Creek Road
Highway: Mill Creek Co. Rd.
County: Crook

In accordance with Federal Highway Administration procedures, attached is a Notice of Intent application to apply for federal aid for the subject project.

If you need additional information, or wish to comment on these proposals, please advise the Program Management Section, 207 State Highway Building, Salem, Oregon 97310.

BLG:md
Attachments

U.S. Department of Agriculture
U.S. Department of Housing
Bureau of Outdoor Recreation
Federal Aviation Administration
Bureau of Sport Fisheries and Wildlife
Corps of Engineers
Environmental Protection Agency
National Marine Fisheries Service
Division of River Basin Studies
Bureau of Land Management
U.S. Coast Guard

cc: G. L. Green, FHWA
H. S. Coulter
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

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03	12] APPLICANT ADDRESS STREET [45 Room 205 DOT Building	46] CITY [60 Salem	76] ZIP [80 97310		
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	
01	12] PROJECT TITLE [71 Ochoco Highway-Old Dry Creek Road				
11	12] PROJECT LOCATION—CITY Mill Creek Co. Rd.	PROJECT LOCATION—COUNTY Crook	PROJECT LOCATION [79 SEC: -- T: 13S R: 17E		

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12

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12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
507,000	----	----	143,000	----	650,000

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15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

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[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	11/30/76	[X] 31	[ ] 32	[ ] 33	[X] 34	[ ] 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	December	28	1976

ADDITIONAL INFORMATION—ALL APPLICANTS

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STATE AGENCIES ONLY

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(b) STATE SHARE

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(c) FUNDING METHOD

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Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

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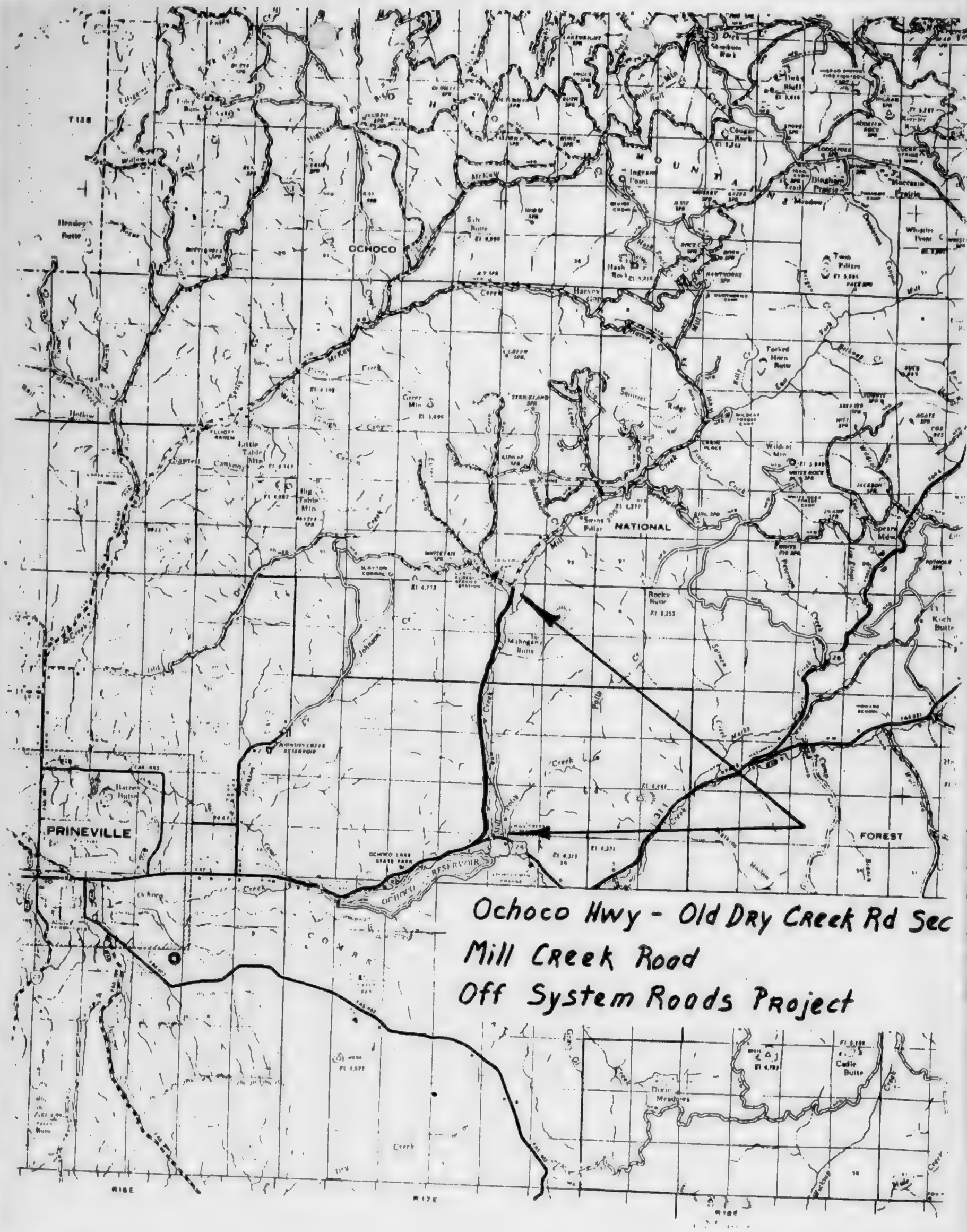
OCHOCO
NATIONAL
FOREST
PRINEVILLE
OCHOCO RESERVOIR
Ochoco Hwy - Old Dry Creek Rd Sec
Mill Creek Road
Off System Roods Project

8567

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 26, 1976

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section
ORIGINAL SIGNED BY GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Project Reassessment
Ochoco Hwy.-Old Dry Cr. Rd.
(Mill Creek Section)
County Road No. 122
Crook County, Oregon

A re-evaluation of the subject project's design has resulted in a change in the alignment of the original proposal. This would require about 9 acres of new right-of-way, which is variable in width, and discontinuous over a distance of about 5 miles. Most strips of new right-of-way range from 5 to 20 feet wide, though in a few situations it is up to 40 feet wide. In addition, there will be 1.22 acres of easements to accomodate irrigation facilities. The affected land, some of which is irrigated, is primarily used for grazing. While there would be no structural improvements affected, existing fences along the project would need to be moved to the new right-of-way boundaries. This would be the responsibility of the property owners; however, they would be entitled to right-of-way benefits for fence reconstruction. Presently, about half of the required right-of-way has been acquired.

The proposal crosses several irrigation facilities. These would be accommodated through extension of the existing culvert pipes. Other irrigation canals and ditches currently within the right-of-way would be reconstructed.

Approximately 100 feet of the Mill Creek Channel would be changed to accommodate the new road. The State Fisheries biologist of Prineville recommends that placement of riprap in Mill Creek occur between July 1 and December 31.

It has been determined that the effects of the alignment changes on the natural and cultural environment would not be significant. It is, therefore, recommended that the existing classification of Category 3, Non-Major remain unchanged.

Since the right-of-way requirements of this proposal are not significant, a public hearing would not need to be offered.

RECEIVED
STATE HIGHWAY ENGR
12/2/76
REFER TO
FOR

NOTED
E. S. HUNTER

GAP:cjh

Attachment

cc: E.S. Hunter
Carl Williams w/attach
David Fenton w/attach

8567

OSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 4, 1976

FROM: Fred Eriksen
Design Team Supervisor

SUBJECT: Ochoco Highway-Old Dry Creek Road
Mill Creek County Road No. 122
Crook County

TO: MEMORANDUM TO THE FILES

The project is an off-system grading and paving job presently scheduled for the April 28, 1977, contract letting.

Apparently, the original job concept did not involve acquiring right-of-way and the project assessment was prepared accordingly. Somewhere along in the development of the job, it became necessary or desirable to acquire right-of-way. The Right-of-Way Description Section prepared a map and descriptions in April, 1976.

Recently it was discovered the Project Assessment did not cover right-of-way acquisitions and a Reassessment was prepared. An A-95 review will be required and it will be sent out early this month.

The Federal Aid Section advises that $500,000 is the total funds for the project, about $31,000 has been used for engineering and $15,000 is anticipated for right-of-way.

The location cost estimate is $709,500 which includes a surfacing design of 3-1/2 inches of cold mix asphalt paving, 3 inches of leveling course aggregates and 12 inches of aggregate base.

We prepared cost estimates for the Region on stage constructed base designs (paving in the future) for 3 inches leveling course, 12 inches aggregate base - $611,883 and 3 inches leveling course, 9 inches aggregate base - $534,261.

The Region indicated the County would be contacted after the A-95 review to determine which surfacing design and project cost would be acceptable.

We are awaiting a decision before proceeding with the plans.

FE:az
cc: C. M. Williams
L. W. Rulien
F. E. Terpin
F. Eriksen

RECEIVED
COUNTY & CITY SECTION
NOV 8 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT
NOV - 5 '76
REFER TO:
FOR
Info ✓ | Investigate | R/D | Action | File | Letter | See me

A-95 to Let.

COUNTY OPTIONS

APPROVED FOR CLOSING

Crook County

File No.	Name	Consideration
48959	Leith, Adelaide Dill Approved July 30, 1976	$ 140.00
48960	Brewer, Bobby Lee & Marion G. Approved July 30, 1976	$ 112.00
48961	Donaca, Tom & Anna Approved July 30, 1976	$ 40.18
48970	Donaca, Anna Dill Approved July 30, 1976	$ 1,056.20

RECEIVED
COUNTY & CITY SECTION
JUL 20 1976
ENGR. COOR. CE AE UE
UPE CE RE RPE

8547

Rec'd 9/24/71

Ochoco Hwy - Old Dry Cr Rd
Co Rd # 122 (Mill Cr)
Crook County

NARRATIVE REPORT

This is a location survey to upgrade the existing county road due to anticipated future use by commercial interests (logging) and to decrease maintenance costs of the county. This survey was conducted at the request of, and coordinated with, the county. The northerly terminus of the project is at the intersection of the Old Dry Creek Road and the southerly terminus is at the intersection of the Ochoco highway (US 26)(Approx M.P. 28 - 8.6 miles easterly of Prineville).

There had been no survey to determine existing alignment and existing fences were constructed in a manner to best utilize adjacent land which is an encroachment on any R/W of 30' width each side. It was found, at the beginning of the survey, that additional R/W would be required. The major portion of the alignment closely follows the existing roadway. Vertical alignment is controlled by irrigation facilities at numerous locations.

Culvert pipe was used for existing irrigation facilities and it is intended that these be extended with the same type (annular or helical corrugations) and of like materials (concrete, galvinized, or aluminum). Installation may require cooperation of/or with effected water users during the irrigation season. A similar situation will exist when construction of ditches involves irrigation.

The following details concerning drainage and/or irrigation facilities should be noted:

Sta 35+36	This pipe was increased in size because of past flooding.
82+40	This additional pipe was requested by the county for flood control
137+00	The condition of the pipe does not justify salvage. A larger pipe was requested by the county.
132+45 & 152+75 to 155+50	This pipe size was increased due to the increased length and possible future complaints of flow restriction. The pipe within the R/W was the only economical solution to maintain the system and the county has no objection to the location.
170+74	The 12" culvert pipe is of insufficient size and does not justify salvage.
226+29	The 15" culvert pipe is of insufficient size and does not justify salvage
275+75	The new alignment crosses an irrigation ditch at this point.
281+00	This pipe is to elcminate the fill from being a dam within the Ochoco reservior boundary (Elev 3131).

There are numerous culvert pipes that will require trimming of ends prior to the installation of extensions. Sloped ends are undesirable.

Irrigation canals and ditches are currently within the R/W at several locations. It was found impractical to reconstruct all of these outside the R/W . County was contacted and there is no objection to the proposed reconstruction within the R/W.

It was recommended by Dick Herrig, State Fisheries Biologist at Prineville, that the placement of riprap in Mill Creek be accomplished between July 1 and December 31.

Ochoco Hwy - Old Dry Cr Rd

Narrative Report (Contd)

It is proposed to utilize ¾-0 aggregate material in three (3) items. It is recommended that the specifications be the same for all applications of this material.

It is anticipated that traffic volume will continue to be very small therefor a minimum of temporary signing is proposed for this project (see Sec 111 of the proposed Special Provisions).

The property owner in the area of Sta 20+00 to 22+00 (C. Brennan) is very concerned that the trees in front of his house should not be disturbed even though they are, and were, within the R/W. The located line was moved easterly to avoid said trees and this was a consideration during R/W negotiations.

There are numerous road approaches however it is not intended that these be paved.

Plan sheets have been prepared for this project. Date was not placed on the cover sheet for lack of information.

The safety berm (Sta 90+00 to 92+50) is proposed in lieu of guardrail at the request of the county. It is their desire to avoid any and all guardrail installations.

Depending upon conditions at the time work is to be performed, availability of water could be a problem for the contractor. (see Sec 233 of proposed Special Provisions)

The unit prices used for the quantity summary and cost estimate have not been verified by the cost accounting unit.

Due to the fact that this is a rural road used by implements of husbandry, the item 'Delineators' was intentionally omitted.

As of this date (9-10-76): Right of Way aquisition is incomplete.
: Prospective material source has not been identified.

W A Robertson

Ochoco Hwy - Old Dry Cr Rd
Co Rd # 122 (Mill Cr)
Crook County

QUANTITY SUMMARY & COST ESTIMATE

Item	Unit	Quantity	Price	Amount
Furnish Field Laboratory Building	Each	1	2,000	2,000
Mobilization	All	100%	35,850	35,850
Temp Protection & Direction Traffic	All	100%	5,000	5,000
Temporary Signs	Sq Ft	200	6.00	1,200
Flagmen	Hour	400	13.50	5,400
Clearing & Grubbing	All	100%	10,000	10,000
Remove Strs & Obstructions	All	100%	500	500
Ditch Excavation	Cu Yd	172	10.00	1,720
General Excavation	Cu Yd	67,440	1.00	67,440
Overhaul	C Yd Sta	2,205	.60	1,323
Trench Excavation	Cu Yd	312	10.00	3,120
Watering	M Gal	2,537	5,00	12,685
3"-0 Aggregate Subbase	Ton	70,860	3.00	212,580
¾"-0 Aggregate Base	Ton	20,650	4.00	82,600
Cold Mix Asphalt Concrete Mixture	Ton	14,144	5.25	74,256
Asphalt Cement in Mixture	Ton	919	85.00	78,115
¾"-0 Aggregate in Prime Coat	Cu Yd	563	7.00	3,941
Asphalt in Prime Coat	Ton	102	100.00	10,200
15" Culvert Pipe	Lin Ft	159	9.00	1,431
18" Culvert Pipe	Lin Ft	696	9.50	6,612
24" Culvert Pipe	Lin Ft	112	14.25	1,596
36" Culvert Pipe	Lin Ft	58	20.00	1,160
48" Culvert Pipe	Lin Ft	22	30.00	660
72" Culvert Pipe	Lin Ft	44	55.00	2,420
24" Arch Type Culvert Pipe	Lin Ft	472	18.00	8,496
30" Arch Type Culvert Pipe	Lin Ft	12	20.00	240
Loose Riprap Class 700	Cu Yd	413	7.00	2,891
				$633,436.00
Engineering & Contengencies 12%				76,064.00
TOTAL				$709,500.00

8567

OSR
Crook Co.

COUNTY OPTIONS

7-10-76
Approved for Closing

CROOK COUNTY

Old Dry Creek Road-Ochoco Highway Section

48955	Brennan, Claude, et al Approved August 13, 1976	$ 2,477.50
48958	Dill, William C. Approved August 27, 1976	$ 691.89
48962	Parks, James E. & Marianne Approved August 27, 1976	$ 224.40
48963	Dill, Charles & Reatha F. Approved August 27, 1976	$ 2,320.00
48966	Lawson, Oletha M. et al Approved September 10, 1976	$ 1,181.16
48967	Ochoco Irrigation District Approved September 10, 1976	$ Gratis

RECEIVED
COUNTY & CITY SECTION
SEP 1 0 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ DE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

FAS 15-107
Jackson Co.

COUNTY OPTIONS

Approved for Closing

Jackson County

Head Road-Airport Road

48455-J	Gebhard, Franklin H., et al	Approved May 21, 1976	$	100.00
48455-P	Raber, Roland L. & Barbara P.	Approved June 25, 1976	$	2,150.00
48455-K	Mitchell, Ralph L.	Approved June 25, 1976	$	400.00
48455-I	Harry and David	Approved July 23, 1976	$	26,600.00
48455-A	Melrose Orchards, Inc.	Approved August 6, 1976	$	3,900.00
48455-C	Higinbotham, Lester & Lena E.	Approved September 10, 1976		850.00

RECEIVED
COUNTY & CITY SECTION
SEP 1 0 1976
ENGR. COOR. DE AE UE
UPE CE RE RPE

CSR
Crook Co

COUNTY OPTIONS

Approved for Closing

CROOK COUNTY

Old Dry Creek Road-Ochoco Highway Section

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RECEIVED
COUNTY & CITY SECTION
AUG 26 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

8567

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Crook County Court
Courthouse
Prineville, OR 97754
Attention of Mr. Dick Hoppes
County Judge

Request No. (assigned by staff engineer or head of division) cc 1627

Date August 26, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering

Advance Deposit $5,500.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road Off-System Project Covered by agreement dated 7/30/75		4,500.00
		To be retained		$1,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 5,500.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
207-1981-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division

CSR

8-5-17

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 10, 1976

FILE:

FROM: Adele L. Egan
R/W Office Manager

TO: Harold Brainerd
R/W Supervisor

SUBJECT: Files 48965 & 49368
Old Dry Creek Rd-Ochoco Hwy Section
Mill Creek County Road
Crook County

Attached you will find one original and one revised option form in sextuplet covering right of way to be acquired in connection with the Old Dry Creek Road-Ochoco Highway Section of the Mill Creek County Road in Crook County.

The distribution number to be used for the acquisition of this file is 7871.

File 49368 was formerly a part of 48965.

We are attaching three prints of a section of map 9B-14-3 covering this area and bearing our date of August 5, 1976.

File No.	Name	Area
48965	Richardson, Harry D.	0.28 acre
49368	Mather, Harold W., Jr.	0.10 acre

AC/bma
Enc. (15)

cc: Carl Williams
Milner Mead
Frank Lowe
Title
Armand Riveness
Don Harwell

RECEIVED
COUNTY & CITY SECTION
AUG 10 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

8567

FORM 81-734-3030

OSR
Crook Co

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 10, 1976

FROM: Adele L. Egan
R/W Office Manager

TO: Harold Brainerd
R/W Supervisor

SUBJECT: File 48956
Old Dry Creek Rd.-Ochoco Hwy Section
Mill Creek County Road
Crook County

Attached you will find one retyped option form in quintuplet covering right of way to be acquired in connection with the Old Dry Creek Road-Ochoco Highway Section of the Mill Creek County Road in Crook County.

The distribution number to be used for the acquisition of this file is 7871.

This description has been retyped to correct a typographical error in the first line of parcel #1. The correct subdivision is W½SW¼ instead of E½.

File No.	Name	Area
48956	Ortman, Carl G. & Esther I.	3.8 acres p-1 0.16 acre p-2 0.16 acre p-3 300 sq ft p-4

AC/bma
Enc. (5)

cc: Carl Williams
Milner Mead
Frank Lowe
Title
Armand Riveness
Don Harwell

RECEIVED
COUNTY & CITY SECTION
AUG 10 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ BE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

OSR
Crook Co

COUNTY-CITY PROJECTS

Ochoco Hwy. Old Dr. Cr. Rd.
Mill Cr. Co. Rd. Project # 44

Highway will CROOK County

__x__ Write descriptions, prepare map.

__X__ Assign individual file numbers or _____ assign one number for the project.

__X__ Make up options on old form in name of county/~~city/state~~.

__X__ Assign prefix_____. Federal Aid ?

__X__ Appraise and review.

__X__ Negotiate option.

_____ Provide relocation.

__X__ Let contract and supervise construction.

_____ Process option to D.O.T. Commission.

__X__ Make payments.

__X__ Order title reports and policy, send encumbrance letter to County/~~City.~~

_____

Regional Engineer Involvement - Send

__X__ Copy option letter __X__ maps __X__ revisions.

__X__ E-300 obligation form.

__X__ Obligations are State's or _____.

__X__ Signed option with notice.

__X__ Signed deed with acceptance.

_____

RECEIVED
COUNTY & CITY SECTION
APR 2 1976
☐ ENGR. ☐ COOR. ☑ LE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

County (City) Involvement - Send

__X__ Copies of letters to field and property owner to _____.

_____ Map.

__X__ E-300 obligation form when County responsible for obligations.

__X__ Copies or originals of documents (options, deeds, title policy).

_____

Agreements to ___X___ R/W Supervisor

___X___ Regional Engineer

___X___ County-City

_____ Property Management

___X___ Title

Check List: ___X___ Title

_____ Condemnation (They condemn)

___X___ Appraisal

___X___ Everyone in 119

___X___ Boyd

___X___ Chatwood

___X___ Oakes

8567

OSR
Crook Co

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 14, 1976

FROM: Adele L. Egan
R/W Office Manager

TO: Harold Brainerd
R/W Supervisor

SUBJECT: Files 48955 thru 48967 & 48970
Old Dry Creek Road-Ochoco
Highway Section
Mill Creek County Road
Crook County

Attached you will find fourteen original option forms in quintuplet covering right of way to be acquired in connection with the Old Dry Creek Road-Ochoco Highway Section of Mill Creek County Road in Crook County. This contract is scheduled for letting on October 21, 1976.

The project number has not been assigned.

Do not appraise or negotiate until notified by the County.

Please send cost estimates for programming purposes to John Oakes if Federal-Aid Funds are requested.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of April 6, 1976.

Maps covering this area have already been sent.

You will find the file number, name and area for each of the above mentioned files on the attached sheet.

AC/bma
Enc. (72)

cc: Carl Williams
Milner Mead
Frank Lowe
Title
Fred Jeter
Armand Riveness
Jim Dixon
Don Harwell

RECEIVED
COUNTY & CITY SECTION
APR 15 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

File No.	Name	Area		
48955	Brennan, Claude & Audra	0.28	acre	P-1
		200	sq ft	P-2
		200	sq ft	P-3
		0.21	acre	P-4
48956	Ortman, Carl G. & Esther I.	3.8	acre	P-1
		0.16	acre	P-2
		0.16	acre	P-3
		300	sq ft	P-4
48957	Pine Products Corporation	2.0	acre	P-1
		400	sq ft	P-2
		200	sq ft	P-3
		200	sq ft	P-4
		0.04	acre	P-5
48958	Dill, Willie	0.02	acre	P-1
		0.12	acre	P-2
48959	Dill, Adelaide	0.01	acre	
48960	Brewer, Bobby Lee & Marian G	0.01	acre	
48961	Donaca, Tom & Anna	0.01	acre	
48962	Parks, James E. & Marianne	0.02	acre	
48963	Dill, Charles & Reatha F.	1.25	acre	P-1
		0.29	acre	P-2
		0.1	acre	P-3
48964	Mather, D. J. & M. A.	1.8	acre	P-1
		200	sq ft	P-2
		0.14	acre	P-3
48965	Mather, David J. & Marsha A.	0.38	acre	
48966	Lawson, Gilbert & Oletha M.	0.38	acre	
48967	Ochoco Irrigation District	0.35	acre	
48970	Donaca, Anna Dill	0.53	acre	

9567

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon, 97701

March 10, 1976

FILE: LOC
207-1981

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: MEMO TO THE FILES

SUBJECT: Ochoco Highway - Old Dry Creek Rd.Se
Mill Creek Road
Off-System Project
Crook County

3/15/76
Dave Carter
7HWR
Says

Wil Robertson, Resident Engineer for this project, confirmed last week that the $500,000 limit on the project will not allow the whole 5.14 miles to be graded, based, and paved. Wil and I met with the County Judge and the County Commissioner in the Crook County courthouse on March 8 to tell them this, and to discuss their options.

The basic options appeared to us to be:

No. 1) To grade the entire 5.14 mile project, and to base as far as the money would go (about 3.8 miles).

Yes 2) To grade and base an equal distance, as far as the money would go.

Yes 3) To grade, base, and pave an equal distance, as far as the money would go (about 2.8 miles).

4

The Judge and Commissioners indicated their preference for alternative 1, but had a number of questions. The questions are discussed below.

1) Can a bid item be put into the contract to stockpile rock to help the County pave the project in the next few years? County-City says no on this, primarily because OSHD would seem to be aiding force-account work and discouraging competitive bidding.

2) Can we use less than the recommended 15 inches of base? The lab says no, but we can use 12 inches of 3"-0 and 3 inches of leveling, which will be less costly than the 13 inches of 1 1/2"-0 and 2 inches of leveling originally recommended.

3) Can the contract be bid with two options, grade/base and grade/base/pave, and the County choose whatever they can afford (they are willing to put up $100,000 - 125,000 of 100% County money if the whole project could be completed for $600,000 - 625,000)? Specifications says that they don't think it can be done that way. They recommend that the whole contract be advertised, and if bids are beyond the County's ability to fund then they will be rejected. A contract for grade/base only would then be advertised.

PROJECT MANAGEMENT
MAR 11 '76
REFER TO
FOR
Info. Investigate R.P. Action File Per

Harold Brainerd, Regional Right-of-way Supervisor, will soon be proceeding with right-of-way negotiation. Wil will be exploring the possibility of a quarry nearby, in order to keep costs down. Once right-of-way and rock costs are known more precisely the county's options may be narrowed down some.

DSF:pw
cc: L.W.Rulien, Wil Robertson
Harold Brainerd, Judge Hoppes
Dave Carter

Called Fenton
3/22/76

8567

Crook Co
OSR

OREGON STATE HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

February 10, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Judge Richard Hoppes
Crook County Courthouse
Prineville OR 97754

Dear Dick:

The right-of-way takings of the Mill Creek Road project require that the formal offer of a public hearing be made. If anyone requests a hearing, then it must be held. You may already be aware of this, but I prefer being redundant to being remiss.

Guidance concerning hearings is contained on pages 63-64 and page 72 of the Oregon Action Plan. I will quote one of the main points "... opportunity for hearings will be offerred by publishing two legal notices, seven days apart, allowing a maximum of 21 days for receipt of requests. Procedures for requesting hearings will be explained in the notices."

In accordance with our agreements with the AOC and the LOC, the local governments are responsible for environmental work and for hearings on projects that they initiate. To assist you, I have enclosed samples of the materials that we had published in a similar situation. If no requests for a hearing are received, send us a formal affidavit of publication and a statement to the effect that no requests were received. If someone does ask for a hearing, call me and I'll help you through that process, too. Wil Robertson, Harold Brainerd, and I will be present if you have to have a hearing.

Yours very truly,

Dave

David S. Fenton
Regional Federal Aid Engineer

DSF:pw
cc: Wil Robertson
Harold Brainerd
George Hopkins

RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☑ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
FEB 11 '76
REFER TO

Form 81.724.3122

CSR - Crook 6

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

2567

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-0700(1)

STATE PROJECT NO. Ochoco Highway - Old Dry Creek Road

FROM: G. L. Green, Division Administrator, Salem, Oregon

11-10-75

PROGRAM NO.

ITEM NO. OS-6

COUNTY NAME Crook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
November 10, 1975	November 10, 1975	Non Federal-aid route / County Road

GENERAL LOCATION:

County road approximately 6 miles east of Prineville.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, grade, drain and high type pavement.

RECEIVED COUNTY & CITY SECTION NOV 17 1975 ENGR. COOR. UPE OE RE RPE UE

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION at a total estimated cost of $25,000 - federal funds $19,500
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT ☒ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of November 10, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 27, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $475,000 - federal funds $370,500 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for thisproject are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-10-75	C R Burghardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 11-10-75

BY (Signature): L. W. Rulien's October 27, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

~~STATE~~ ITEM NOS. 6 THRU _____

~~STATE~~ ITEM NOS. _____ THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	** FEDERAL FUNDS
	OS-0700(1)	5.50	500,000	390,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Ochoco Highway Old Dry Creek Road Crook County State of Oregon	Preliminary Engineering Grade, Drain and high type pavement.

RECEIVED
COUNTY & CITY SECTION
DEC 1 1975
☐ ENGR. ☐ SUPR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
**		11-10-75	for G. L. Green, Division Administrator

* Program approval ~~and any conversion, project, or supplemental agreement~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-46
(Rev. 8-71)

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

October 27, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): Co. Rd., Approx. 6 mi E. of Prineville	ADT	PRESENT: DHV 15 90	FUTURE: 150	YEAR: 95	REGION: 10	STATE NAME: Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., Gr., Dr., H.T. Pav.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): OS- NUMBER: 0700
CARD	CLASS OF FEDERAL FUNDS: (Section 219) Off System Roads						COUNTY NAME: Crook		COD: 013
	NAME OF URBAN AREA						ROUTE NO.	FEDERAL-AID: Non	STATE: Co. Rd. U.S.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					PE		Co. Rd., approx 6 mi. East of Prineville.	5.5	25,000	19,500		5,500 (Co.)
5					ROW							
5					CONST (CODE) 6201		"Ochoco Hwy.-Old Dry Creek Rd. Section"	5.5	475,000	370,500		104,500 (Co)
							PROJECT TOTALS	5.50	500,000	390,000		110,000 (Co.)

RECEIVED COUNTY & CITY SECTION 1975 ENGR. COORD. UPE CE RE RPE

CARD 1	CODE 1	PREPARED BY: C.L.
1	14	PROGRAM APPROVAL DATES: NOV 10 1975

FHWA OREGON DIVISION

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 27, 1975

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 6 mi E. of Prineville		DHV 15 90	150	95	10	Oregon	41	627	6

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Dr., H.T. Pav.								OS-	0700	(1)		

AL FUNDS (Section 219) Off System Roads

COUNTY NAME: Crook — CODE: 013

AREA

ROUTE NO. — FEDERAL-AID: Non — STATE: Co. Rd. — U.S. —

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		Co. Rd., approx 6 mi. East of Prineville.	5.5	25,000	19,500		5,500 (Co.)	P.E. all phases; Gr., Dr., H.T. pave. 2-11' lanes with 4' gravel shldrs.
	ROW								
	CONST (CODE) 6201		"Ochoco Hwy.-Old Dry Creek Rd. Section"	5.5	475,000	370,500		104,500 (Co)	ROW-60' normal; Access control-none; Parking Restriction-none.
			PROJECT TOTALS	5.50	500,000	390,000		110,000 (Co.)	

PARED BY C.L.

RAM APPROVAL DATES

NOV 10 1975

[illegible] DIVISION

REMARKS

RECEIVED
COUNTY & CITY SECTION
[illegible] 1975
ENGR. Constr. CE RE RPE
UPE

-Over-

OCHOCO HWY.-OLD DRY CREEK RD. SECTION

PROJECT NO. OS-0700(1)

Existing Facilities: Existing roadway width is 20-22 foot oil mat and gravel surface.

Adjacent Sections:

South End: Jct. with US 26.
North End: 22-foot gravel surface.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

(2) Construction consisting of grade, drain, base & high type pavement required to reconstruct and widen the existing roadway to provide for two 11-foot travel lanes with 4-foot gravel shoulders.

Additional Right of Way: None required.

Excentions to Minimum Design Standards: None.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

PPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design--Not a factor in the development of this project.

MM 50-1-79 Requirements: Exempt from State Clearinghouse and District 10 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on Sept. 29, 1975.

Route Data: This is a farm to market, log hauling, mail and school bus route.

Note:

(1) This project is in Congressional

(2) On-the-job trainees, as set forth interim 7-2(2), on this project at P.S. & E stage and the number P.S. & E documents.

OCHOCO HWY.-OLD DRY CREEK RD. SECTION

PROJECT NO. OS-0700(1)

es: Existing roadway width is 20-22 foot oil mat and gravel surface.

:

nd: Jct. with US 26.
nd: 22-foot gravel surface.

rk under this project consists of the following:

l phases of preliminary engineering.

nstruction consisting of grade, drain, base & high type pavement quired to reconstruct and widen the existing roadway to provide r two 11-foot travel lanes with 4-foot gravel shoulders.

of Way: None required.

imum Design Standards: None.

rports, Railroads, Water Developments, Historical and Recreational olved.

rents:

blic Hearings--None required under Oregon Action Plan (Category 3 oject).

cation/Design--Not a factor in the development of this project.

ements: Exempt from State Clearinghouse and District 10 Clearing-ic: under working agreements.

ements: Nonmajor action project concurred in by FHWA on Sept. 29, 1975.

is a farm to market, log hauling, mail and school bus route.

Note:

(1) This project is in Congressional District No. 2.

(2) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determine at P.S. & E stage and the number stipulated in the P.S. & E documents.

8567

~~PRO 6-2~~

October 27, 1975

TO G. L. Green, Div. Adm.
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-0700(1)

We are submitting program data for one project, Item No. 6, Project No. OS-0700(1), "Ochoco Hwy-Old Dry Creek Rd. Section", which we desire to have included in the Off-System Roads Program under Section 219 of Title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering as programed on the project at an estimated total cost of $25,000 with Federal funds of $19,500.

It is understood your approval of the program will result in an obligation of $500,000 in total cost and $390,000 in Federal funds.

CL:md

Enclosure

cc: C. M. Williams

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

October 27, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 6 mi E. of Prineville 68	ADT	PRESENT DHV 15 90	FUTURE (66) 150	YEAR (70)(71)(72) 95	REGION 10	STATE NAME Oregon (12)	ST CO
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Gr., Dr., H.T. Pav. 62	NATL. FOREST (63)(68)	FH ROUTE NO. (60)(66)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)(72)(73)	EMERG. YR. (74)(78)	PL. AUTH YR (74)(78)	PROJECT NUMBER PREFIX LETTER(S) 14 OS- 28	NUMBER 0700 7	SEQ.
CARD (	CLASS OF FEDERAL FUNDS (Section 219) Off System Roads								COUNTY NAME Crook	CODE (14)(16) 013	
	NAME OF URBAN AREA 17-31								ROUTE NO.	FEDERAL-AID (32) Non	STATE (36)(37) Co. Rd.	U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (42-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(78)	STATE FUNDS	OTHER FUNDS
1	(1-4 & 5)	(10)	41	42								
5					PE		Co. Rd., approx 6 mi. East of Prineville.	5.5	25,000	19,500		5,500 (Co.)
5					ROW							
5					CONST (CODE) 6201		"Ochoco Hwy.-Old Dry Creek Rd. Section"	5.5	475,000	370,500		104,500 (Co)
							PROJECT TOTALS	5.50	500,000	390,000		110,000 (Co.)

CARD 1	CODE 1	PREPARED BY C.L.	REMARKS
1	14	PROGRAM APPROVAL DATES	

P.E
Gr.
2-1
gra

RO
Ac
Pa
no

US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 27, 1975

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 6 mi E. of Prineville	ADT	DHV 15 90	150	95	10	Oregon	41	627	6

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
, H.T. Pav.								OS-	0700	(1)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
(Section 219) Off System Roads	Crook	013	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	Non	Co. Rd.	

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd., approx 6 mi. East of Prineville.	5.5	25,000	19,500		5,500 (Co.)	P.E. all phases; Gr., Dr., H.T. pave. 2-11' lanes with 4' gravel shldrs.
ROW								
CONST (CODE) 6201		"Ochoco Hwy.-Old Dry Creek Rd. Section"	5.5	475,000	370,500		104,500 (Co)	ROW-60' normal; Access control-none; Parking Restriction-none.
		PROJECT TOTALS	5.50	500,000	390,000		110,000 (Co.)	

D BY C.L.

APPROVAL DATES

REMARKS

-Over-

USCOMM DUSCOMM-DC 48908-P61

OCHOCO HWY.-OLD DRY CREEK RD. SECTION

PROJECT NO. OS-0700(1)

Existing Facilities: Existing roadway width is 20-22 foot oil mat and gravel surface.

Adjacent Sections:

South End: Jct. with US 26.
North End: 22-foot gravel surface.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

(2) Construction consisting of grade, drain, base & high type pavement required to reconstruct and widen the existing roadway to provide for two 11-foot travel lanes with 4-foot gravel shoulders.

Additional Right of Way: None required.

Exceptions to Minimum Design Standards: None.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

PPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design--Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 10 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on Sept. 29, 1975.

Route Data: This is a farm to market, log hauling, mail and school bus route.

Note:

(1) This project is in Congressio

(2) On-the-job trainees, as set f interim 7-2(2), on this proje at P.S. & E stage and the num P.S. & E documents.

OCHOCO HWY.-OLD DRY CREEK RD. SECTION

PROJECT NO. OS-0700(1)

es: Existing roadway width is 20-22 foot oil mat and gravel surface.

:

d: Jct. with US 26.
d: 22-foot gravel surface.

rk under this project consists of the following:

phases of preliminary engineering.

nstruction consisting of grade, drain, base & high type pavement uired to reconstruct and widen the existing roadway to provide two 11-foot travel lanes with 4-foot gravel shoulders.

of Way: None required.

mum Design Standards: None.

ports, Railroads, Water Developments, Historical and Recreational lved.

ents:

lic Hearings--None required under Oregon Action Plan (Category 3 ject).

ation/Design--Not a factor in the development of this project.

ments: Exempt from State Clearinghouse and District 10 Clearing- ew under working agreements.

ments: Nonmajor action project concurred in by FHWA on Sept. 29, 1975.

is a farm to market, log hauling, mail and school bus route.

Note:

(1) This project is in Congressional District No. 2.

(2) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at P.S. & E stage and the number stipulated in the P.S. & E documents.

8547

October 24, 1975

Crook County Court
Courthouse
Prineville, OR 97754

Attn: Grace G. Bannon
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 5482

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering an Off-System Road Project on the Ochoco Highway-Old Dry Creek Road Section of the Mill Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser
Att.

cc Don Harwell

8567

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

October 23, 1975

FROM: Robert H. Prange
Rural Engineer

SUBJECT: OSR Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Project # OS-0700(1)

County: Crook

Section: Ochoco Hwy.-Old Dry Creek Rd. Section
Mill Creek Rd.

Termini: Approximately 6 miles east of the City of Prineville

Proposed Work: Grade, drain, base and pave

Project Length: Approximately 5 miles

Costs:	Total	Federal	County
P.E.	$ 25,000	19,500	$ 5,500 -
Construction	475,000	370,500	104,500

Existing Facilities: Existing roadway has a top width of 20 to 22 feet and is surfaced with deteriorating oil mat and gravel.

Adjacent Sections:

North End: 22' gravel roadway
South End: FAP-5

Project Data: Construct a roadway with a top width of 30 feet, having 2-11 foot bituminous travel lanes and 4 foot gravel shoulders. No footpath, no detour. State stripe center line and install permanent signing.

Engineering is to be done by State Highway Division

Right-of-Way: 60'

Access Control: none

Railroad Crossing: none

Minimum Design Standards: no deviation from standards

System Action: none (Off-Systems)

Route Data: This is a farm to market, log hauling, mail and school bus route

Public Hearing: not required

Environmental assessment 10/3/75

Park and Recreation Area Affected: no

Relocation Assistance: no one moved

Social, Economic and Environmental Effects Considered: yes

Location and Design Approved: Will be if necessary

Clearinghouse Approved:

Council of Governments:

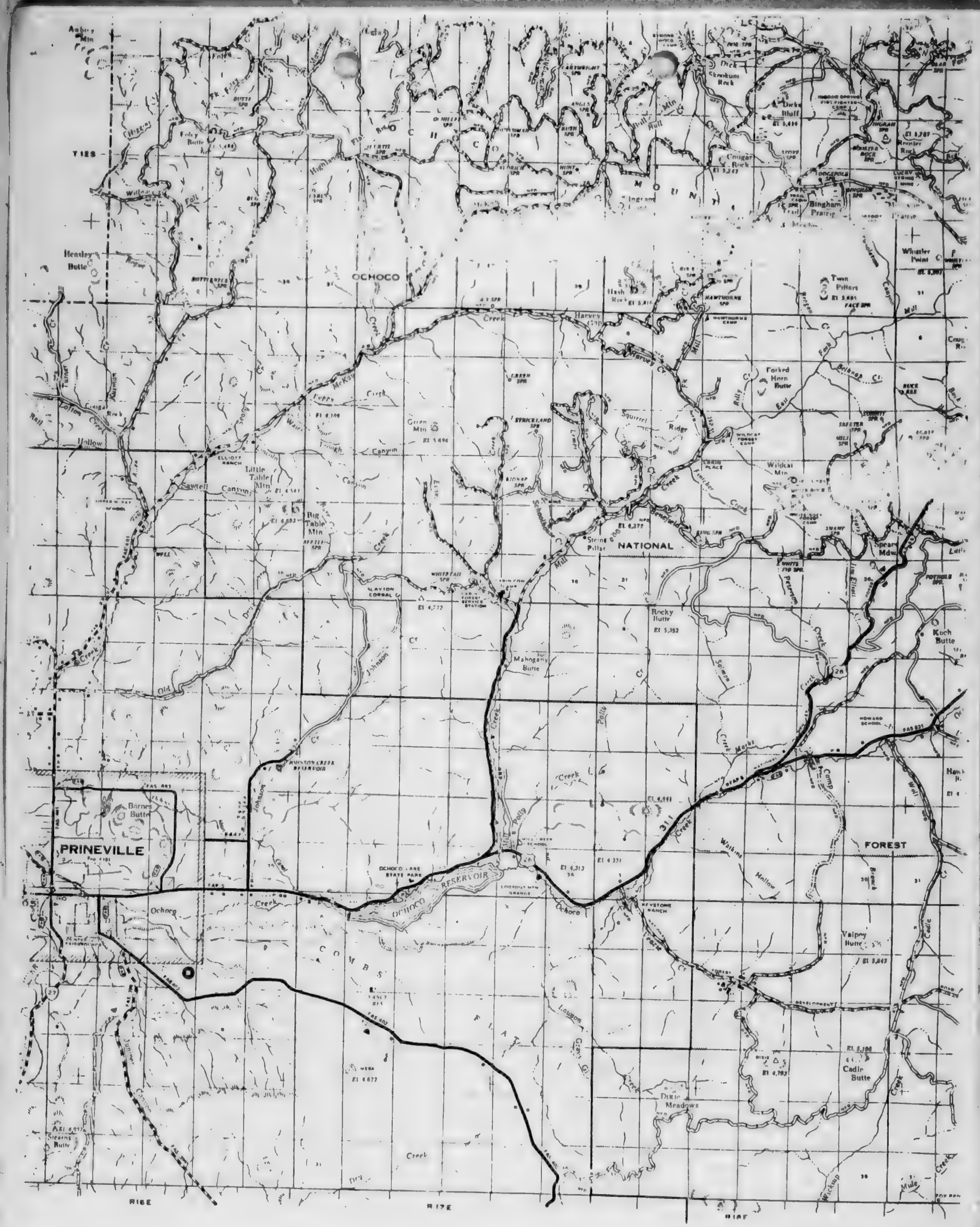
U.S. Army:

Approved by D.O.T.: 7/30/75

ADT: present-90 DHV: 15

HR:dp

Attachments


OCHOCO
NATIONAL
FOREST
PRINEVILLE
RESERVOIR
Ochoco Lake State Park
Ochoco Reservoir
Johnson Creek Reservoir
Ochoco Mountains
Ochoco Creek
Ochoco
Barnes Butte
Henley Butte
Little Table Mtn
Big Table Mtn
Green Mtn
Wildcat Mtn
Forked Horn Butte
Twin Pillars
Whistler Point
Bingham Prairie
Cougar Rock
Dike Bluff
Skookum Rock
Ingram
Hash Rock
Stone Pillar
Rocky Butte
Mahogany Butte
Koch Butte
Valley Butte
Cadle Butte
Dixie Meadows
Spears Mdw
Keystone Ranch
Elliott Ranch
Clayton Corral
Sawtell Canyon
Harvey Creek
Squirrel Ridge
Strickland Spr
Johnson Creek
Ochoco Creek
Mill Creek
Walker Creek
Camp Creek
Wickiup Creek
Cadle Creek
Mule Creek
Dry Creek
Laughon Gulch
Old Johnson Cr
Pole Creek
Meyers Creek
Howard School
Ochoco Lake State Park
Keystone Ranch
Elliott Ranch
Clayton Corral
Ochoco Reservoir
Johnson Creek Reservoir
T12S
R16E
R17E
R18E

Form E-39 (Rev. 9-71)

8567

OS : Crook Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ~~Mill Creek Road~~ Ochoco Hwy - Old Dry Cr. Rd. Date October 14, 19 75

Highway County Road 122 (Mill Cr. Rd.) Authorization No. 1

County Crook Survey Prefix 207-1981 (Assigned by Salem office)

Description of termini, route, length, etc.:

Beginning at M.P. 27.72 on the Ochoco Highway, which is the intersection of County Road 122 and Highway 41; thence north a distance of 5.5 miles on County Road 122 to the end of the project. This will be a "County Road Off System Project".

RECEIVED
COUNTY & CITY SECTION
NOV 19 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Purpose of survey:

Purpose of survey is to prepare plans, specifications, and estimates for a reconstruction and surfacing project using the existing alignment as requested by Crook County.

Estimate of cost:

Field	901	22,000
Plans	905	250
R/W	909	500
Soils	910	500
Liaison	913	150
Utilities	914	500
Loc. Studies	918	250
Proj. Mgt	920	100
Specifications	~~900~~ 921	500
Environmental	923	250

OS-07006

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$25,000
Previous authorization	0
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

W. W. Robertson
Field Engineer

Recommended for Approval:

Robert Landmesser for
Regional Engineer

Recommended for Approval:

Walter D. Wolfe
Location Engineer

Approved:

O. J. Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 11-10-75
FED AID OS STATE

1567

CSR
Creek Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4-3

SALEM, OREGON

October 3, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Project Assessment
Mill Creek Section
County Road No. 122
Crook County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3A project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED
E.S. Hunter
Date 10-3-75

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C. M. Williams
District 10 : R. L. Lammert

RECEIVED
STATE HWY ENGR
OCT 3'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
COUNTY & CITY SECTION
OCT 13 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 29, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project OS-0700(-)
Mill Creek Section
County Road #122
Crook County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's September 3 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, the other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kyger
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Dave Fenton, Reg Env.)

RECEIVED
STATE HWY ENGR
SEP 30 '75
REFER TO Rulien
FOR
Info | Invest | R/D | D.R | Sign | Act | File

Cy Schneeberger

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INITIALS
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROP. & RIGHT-OF-WAY		
REMARKS		

SEP 30 1975

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 8-27-75

A. PROJECT IDENTIFICATION

Name of Project Mill Creek (Section) OS-0700(-)

Location of Project County Road #122 (Highway Name) (Highway No., US - ORE)

(City) Crook (County) 4 (Region)

Program Off-System (Funding) $500,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Reconstruct and surface existing road because of increased traffic load.

Origin and History: Increased timber traffic--growth in area has precipitated a need.

C. DESCRIPTION OF PROJECT

Length 5.5 miles

Termini From Oregon Highway 126 north 5.5 miles.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) There is enough existing right-of-way on the present road.

Typical Section 2 travelways with shoulders on each side.

Structures None.

Characteristics (ADT)

Other General Information (or Supplemental information to items)
The only road serving the area. The maintenance cost has become so great because of the increased traffic. The present road is obsolete for what it was originally intended.

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The existing location is on county right-of-way and therefore no change in location is desirable. Wider roadbed is needed and resurfacing.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [X] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The topography consists of rolling hills with dense clay-type soils. There is a certain amount of basalt and loam. Mill Creek meanders through the valley adjacent to the road and is fed by melting snow and springs; almost becomes dry during the summer months. There is scattered timber on the hillside at the upper end of project.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The land is primarily farming and timber. There are possible relocations of irrigation ditches, telephone and power poles. There are several ranches within the area. No type of cultural problems are anticipated.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**

   The county presently has a 60' road right-of-way; therefore, no additional right-of-way will be needed.

   Consequences:

2. **Estimated Changes in Traffic Patterns:**

   No change in traffic patterns anticipated.

   Consequences:

3. **Estimated Changes in Land Use:**

   None anticipated.

   Consequences:

4. **Expected Adverse Effects on Natural Ecological Resources:**

   Due to following the existing road alignment, a minimal amount of disturbance is anticipated.

   Consequences:

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

   No expected adverse effects on cultural resources, but expect to improve the scenic resources.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Due to following existing roadway, we do not feel that there are any areas of critical environmental concern.

7. Potential for Controversial Issues:

This road will be replacing a narrow existing road with one which will adequately handle two-way traffic; therefore, we see no anticipation of controversy on this project.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other_____

JEFFERSON CO.

PRINEVILLE

T13S

R16E

R17E

O'Neil

Powell Butte

Creek Road

PRIVATE R.S.

BEG PROJ.

END OF PROJ.

8567

OSR
Crook Co

Salem, Oregon
September 30, 1975

L. W. Rulien
Project Management Engineer

Carl M. Williams
Region 4 Engineer
BEND

Off-System Roads Project
Mill Creek Road
Crook County

Due to the extenuating circumstances explained in your letter of September 26, 1975 we concur with your request to perform the engineering for Crook County on the subject project.

Attached are four copies of the agreement for signature by the County's officials (please return three signed copies). At the same time it is appropriate to prepare a survey authorization setting up funds adequate to cover the total cost of P.E. and then request an advance deposit from the County amounting to 22% of the total estimated cost of P.E.

Upon receipt of the signed agreements and the advance deposit we can program the project with FHWA.

An assessment is required by FHWA prior to programming and will probably have to be prepared at State's expense.

You will be notified as soon as the program is approved, after which you may undertake the balance of the work at your convenience.

GNH:dp

Attachments

cc: F.B. Klaboe
E.S. Hunter

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

8567

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

September 26, 1975

FILE: CON 21-5

FROM: Carl M. Williams
Regional Engineer

SUBJECT: Mill Creek Road
Crook County

TO: L. W. Rulien
Project Management Engineer

Crook County applied for and received a project off the Federal Aid System. It was on Mill Creek Road, east of Prineville.

They originally intended that the State Highway Division do the preliminary and construction engineering. We told them that the county should use an independent engineering firm.

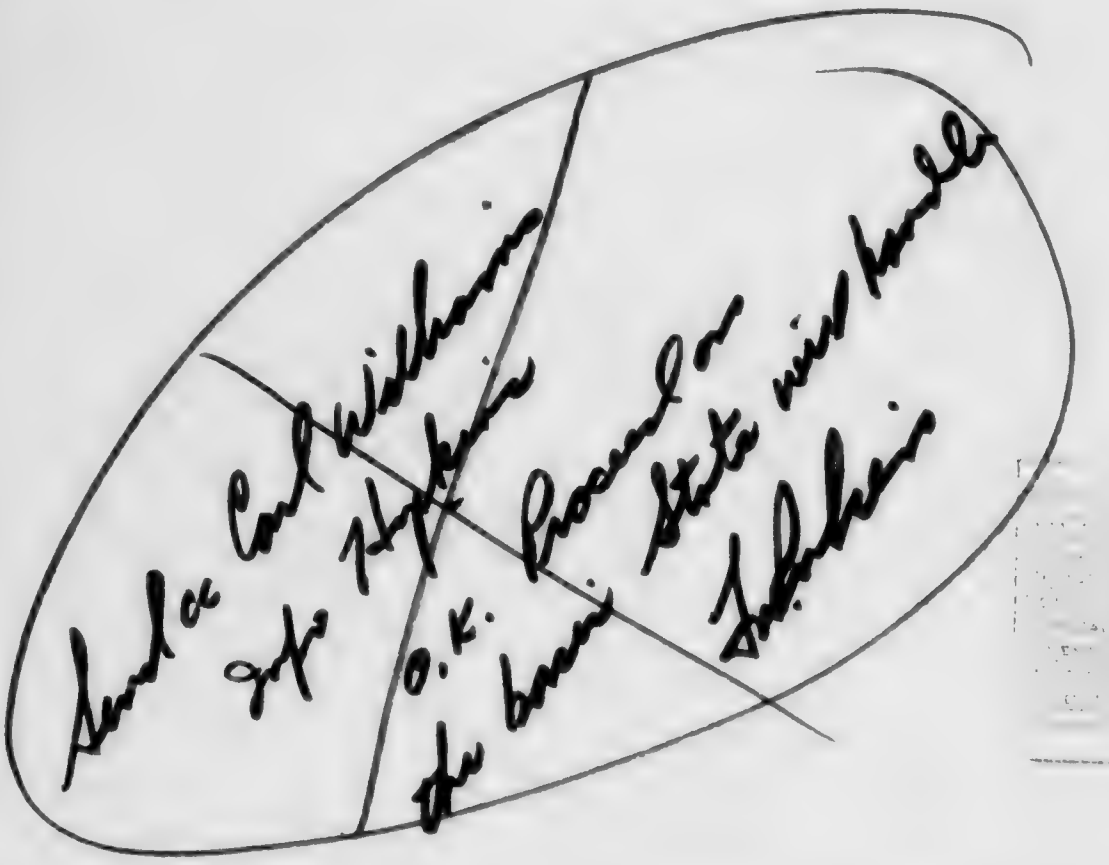
Judge Hoppes has now sent the attached letter asking for reconsideration of our present stand.

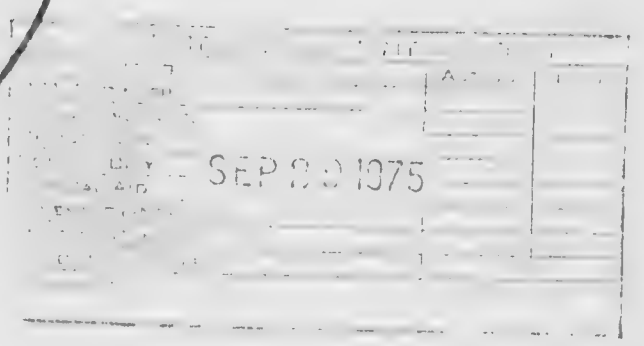
Region IV does have the manpower and resources to do the engineering for Crook County.

I will not answer Judge Hoppes until I hear from you.

CMW:mr

enclosure





Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
JOSEPH STAHANCYK, Commissioner
WILLIAM S. EWING, Commissioner

CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

September 19, 1975

RCE RE RME RCE FAE
RTE RECEIVED ENV
DUE SEP 23 1975 RCE
RSO REGION 4 RBE
ASSIGNED

Mr. Carl M. Williams
Regional Engineer
State Highway Department
P. O. Box 1249
Bend, OR 97701

Dear Mr. Williams:

I have been informed that your department suggests our county should use an independent engineering firm to do the necessary work on Mill Creek Road, to comply with the governmental requirements.

I would respectfully request a reconsideration of this opinion for the following reasons.

1. Crook County does not employ an engineer.
2. There is not an engineering firm in Prineville or Crook County.
3. The distance from Prineville to potential competitive firms is considerable miles and would no doubt run the cost of engineering prohibitively high.
4. An independent firm, because of the involvement of
F Federal and State standards for the expenditure of off-system road monies, would cause a constant communication problem, requiring them to spend great amounts of time determining compliance and therefore, raising the cost further.
5. Because of weather conditions in this area, it is imperative that work begin as quickly as possible. The time consumed in the process of determining the necessary requirements and submitting bids and the letting of bids would further postpone our efforts to begin work as soon as possible.

For these specific reasons I would respectfully request a reconsideration of the opinion and would ask that we be allowed to utilize the State engineering services.

It is our feeling that much time, money, and efficiency could be saved by taking this route.

Sincerely,

Dick Hoppes

Dick Hoppes
County Judge

DH:hr

8567

CON 21-
Crook C
Mill Cr. Rd.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
JUL 30 1975
4g

SUBJECT **Proposed Off-System Roads Projects**

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the projects is ~~$193,600.~~ 105,000.

OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.

Omit

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

Omit

CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

The total estimated cost of these projects is ~~$3,392,800~~ ~~3,087,800~~ 3,104,800 of which ~~$2,646,384~~ ~~2,708,484~~ 2,421,744 will be federal costs and ~~$746,416~~ ~~674,316~~ 683,056 will be the responsibility of the local agencies. There will be no cost to the State.

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

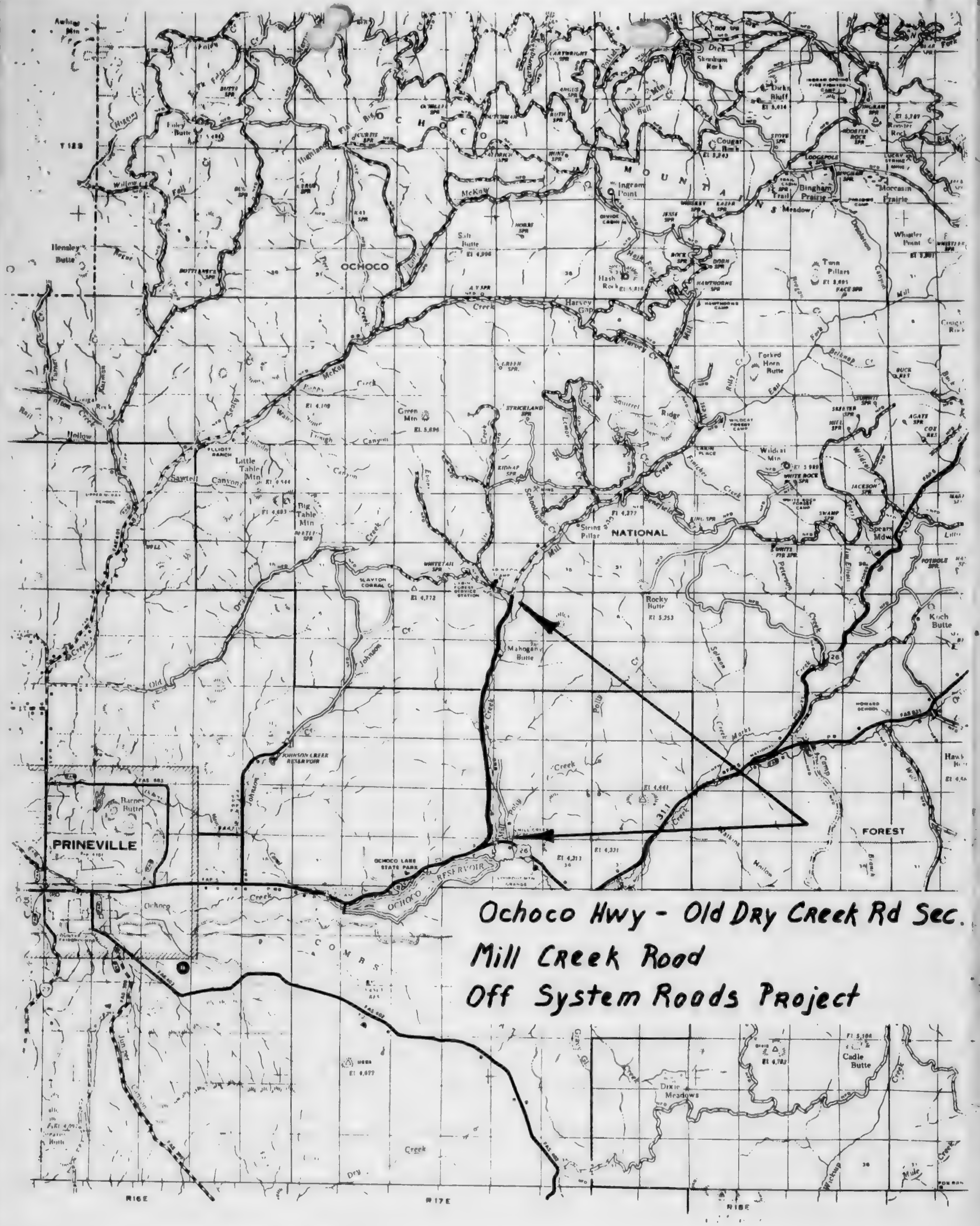
HR:scr srb

NOTED
C. W. HEAD

CROOK COUNTY
Proposed OSR Project

Project No. OS-0700(1)
Mill Creek Road, Ochoco Highway-Old Dry Creek Road Section
Grade, Drain, Base and Pave
$500,000

Grade, drain, base and pave a roadway with a top width of 36 feet. Paving is to be pug cold mix. No additional right-of-way. No hearing is required. Utilities are involved. Engineering and plans will be done by the county.


OCHOCO
MOUNTAINS
NATIONAL
FOREST
PRINEVILLE
OCHOCO LAKE STATE PARK
OCHOCO RESERVOIR
JOHNSON CREEK RESERVOIR
Ochoco Hwy - Old Dry Creek Rd Sec.
Mill Creek Road
Off System Roads Project
R16E
R17E
R18E

8567

Project # OS-0700(1)

OFF-SYSTEM

COUNTY ROAD ~~XXXXX~~ PROJECT REQUEST

Name of County **Crook** FAS No. _____ Date 6/16/75

County Road Name **Mill Creek**

Section Name _____

Type of Project **Reconstruction and Surfacing**

Location of Project (Attach sketch map) _____

ADT **Varies (timber traffic)** Design Speed **40 MPH**

Is this request for county bridge design only? Yes _____ No X

county FAS bridge design? Yes _____ No X

Will County hire consultant for this project? Yes _____ No X

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type **Pug Cold Mix** Total Travel Width 24'
   (AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type **Gravel** Width Each Side 3'
   (AC, Pug Cold Mix, Oil Mat) Total Top Width 30'

3. Grading & Drainage:
   By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
   By County _____ County Date of Completion _____ By Contract X
   Has base design been given to County? Yes _____ No X
   Will it be furnished? Yes X No _____

5. Leveling Course:
   By County _____ County Date of Completion _____ By Contract X

6. Binder Course:
   By County _____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
   By County _____ County Date of Completion _____ By Contract X

8. Clearing:
   By County _____ County Date of Completion _____ By Contract X

9. Curbs:
   Curbs Required? Yes _____ No X
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)

   _____

   Width between curbs _____

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes_____ No__X__
If answer is No, which of the following applies?
Contrary to public safety_____ Cost excessive to need or use_____
Sparse population X_____ Area exempt from bike law_____
What is desired width of trail or walkway_____ft.
What type of surface treatment is desired_____
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes_____No_____
What type of separation from roadway will be used?_____
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes_____No_____
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes_____No__X__

12. Will replacement be by. County_____Contract_____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No____

14. Will County adjust structure to additional width? Yes____ No____

15. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes__X__ No____

17. Does County wish sight posts installed? Yes__X__ No____

18. Does County wish State to permanently stripe project? Yes__X__ No____

19. Will County do striping? Yes____ No__X__

20. Does County wish guardrail installed? Yes____ No__X__
By County_____ Contractor_____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____No__X__
By seeding and mulching Yes____No____
By rock blanket Yes____No____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes____No__X__

23. Can through traffic be detoured? Yes____No__X__

24. Must new detour be constructed? Yes____No__X__

25. Will detour be constructed and maintained by County? Yes_____ No_X__

26. Will detour be constructed & maintained by Contractor? Yes_____ No_X__

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_X_ No_____

30. Should State do permanent signing? Yes_X_ No_____

31. Will traffic signals be required? Yes_____ No_X_
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_X_
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3. Dimensions of existing bridge. Length_____ Roadway Width_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____No_____
   Upstream_____Downstream_____Width_____

8. Does County wish a particular type of bridge design? Yes_____No_____
   (Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____
   _____
   (NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____No_____
   Explain_____
   _____
   _____

10. Foundation Testing: By County? Yes_____No_____
    By State? Yes_____No_____

11. Will County close road during construction? Yes_____No_____

12. Can presently established road be used as detour? Yes_____No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
    Yes_____No_____

17. Will Contractor sign project outside work area during construction?
    Yes_____No_____

18. Approaches or Connections by County Yes_____ No_____
    by Contractor Yes_____ No_____
    Traveled surface: Type_____ Width_____
    Shoulder surface: Type_____ Width_____
    (NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
    Yes_____No_____

    N.W. quadrant distance from structure_____
    N.E. quadrant distance from structure_____
    S.W. quadrant distance from structure_____
    S.E. quadrant distance from structure_____

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. **If riprap or rock blanket required, to be:**

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. **Will any of the following utilities be attached to this structure?**
a. **Water mains:** Yes_____ No_____ Size_____
Company_____
b. **Sanitary sewer mains:** Yes_____ No_____ Size_____
Company_____
c. **Storm sewer:** Yes_____ No_____ Size_____
Company_____
d. **Gas mains:** Yes_____ No_____ Size_____
Company_____
e. **Power lines:** Yes_____ No_____ Size_____
Company_____
f. **Telephone lines:** Yes_____ No_____ Size_____
Company_____
g. **Other Utilities:**_____
_____

24. **Does County wish provisions made for future utility attachment to structure?** Yes_____ No_____

25. **Does County wish lightpost bases and conduit installed?** Yes_____ No_____

26. **Does County wish complete job of illumination in project?** Yes_____ No_____

27. **Is project contingent upon other factors?** Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: _____

_____

_____

_____

Remarks re Section II: _____

_____

_____

_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_____ No_____
   By Consultant? Yes_____ No_____
   By County? Yes__X__ No_____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No__X__

3. Construction plans and specifications to be prepared:
   By State? Yes_____ No_____
   By County? Yes__X__ No_____

4. Does County desire center line to be permanently monumented as part of project? Yes__X__ No_____

5. Does County desire right-of-way to be permanently monumented as part of project? Yes__X__ No_____
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

_____

_____

_____

_____

_____

_____

_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 60'

2. Is any additional right-of-way needed? Yes____ No X (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No X

4. Should State negotiate & acquire right-of-way in behalf of County? Yes____ No X

5. Should State prepare options? Yes____ No X

6. Should material source site be included in right-of-way descriptions? Yes____ No X

7. Is there any merchantable timber on right-of-way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No X
   If removed by County or individual, must be done prior advertisement for bids.
   If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No X

10. Is a hearing necessary? Yes____ No X
    (NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No____
    If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
    If yes, give type and name of utility company: Telephone
    Pacific N.W. Bell

13. Are utilities on existing right-of-way by permit X or by franchise_____
    (NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes X No____
    If yes, give name of irrigation company or district Private
    and dates between which water can be turned off: From Unknown
    To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad_____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. **Sight Distance:** _____ **(Left)** _____**(Right)**

19. **Number of Trains:** **Passenger**_____ **Speed**_____
Freight_____ **Speed**_____

20. **Angle of Intersection:**_____

21. **Type of Existing Crossing:** Grade _____
Overcrossing _____
Undercrossing _____

22. **Existing Protection:**
Advance warning signs_____ Automatic flashing_____ **Stop signs**_____
Crossbucks _____ Automatic bell _____ **Gates** _____

23. **Proposed Protection:**_____
_____

24. **Are there to be stopping lanes for buses and trucks, etc.**
Yes_____ No_____

25. **Will railroad crossing be altered:** **Yes**_____ **No**_____
If yes, specify:_____

26. **Traffic Control Signing:**
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. **Striping:**
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State_____ or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: _____ Section _____ Township _____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow _____ Select Topping _____
   Base Course _____ Level Course _____ Mineral Agregates _____
   Location _____
   Miscellaneous Items _____

Remarks re Section V Material source needs to be located.

VI. FINANCIAL DATA

1. Estimated Cost: $ 500,000

2. XXXXXXXXXXXXXXXXXX $ _____

3. Does County wish advancement of future Federal funds? Yes X No _____
   Amount _____

4. Date match money is available Anytime

5. Will there be any 100% County money? Yes _____ No X

6. Maximum amount of 100% County money available: $ _____

7. Date County requests letting: Spring 1976

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Doris Hoppes
County Judge or Comm. Chairman

By Joseph Stalcup
County Commissioner

By William L. Ewing
County Commissioner

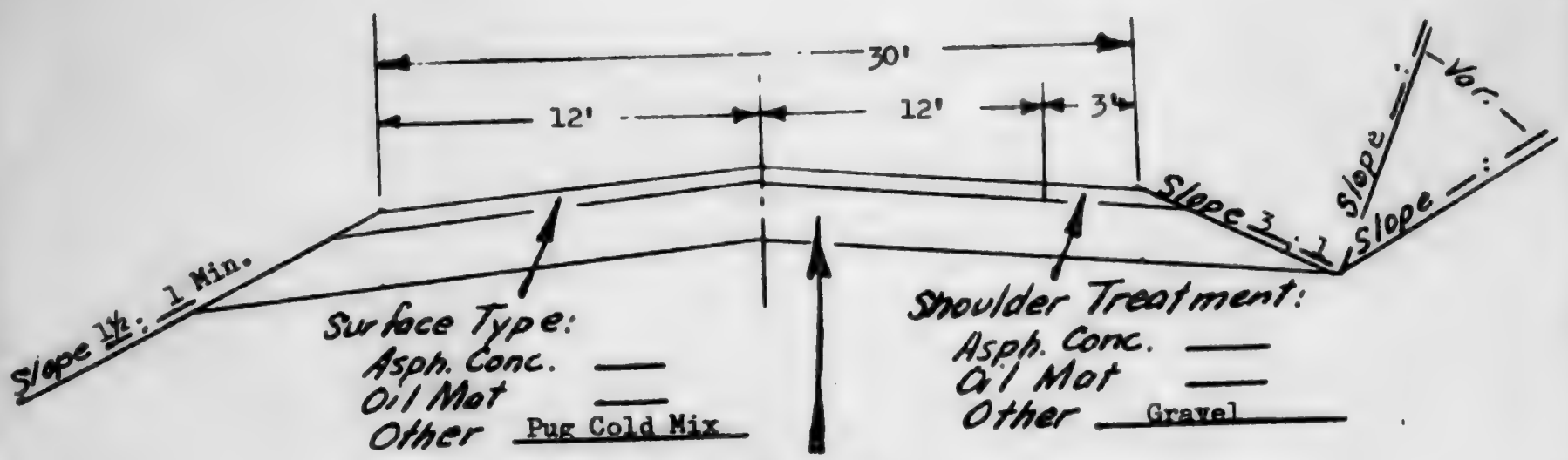
By X
County Engineer or Roadmaster

County Crook
Date June 20, 1975

David Stenger
O.S.H.D. Field Engineer

Date 6/23/75

TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other Pug Cold Mix

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other Gravel

Type of Base:
Pit or Quarry Run X
Crushed Stone ___
Asph. Treated ___
Cement Treated ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

8567

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 6/16/75

Project # 03-0700 (1)

A. PROJECT IDENTIFICATION

Name of Project **Mill Creek** (Section)

Location of Project **County Road #122** (Highway Name) (Highway No., US - ORE)

(City) **Crook** (County) (Region)

Program **Off-System** (Funding) **500,000** (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: **Reconstruct and surface existing road because of increased traffice load.**

Origin and History: **Increased timber traffic - also increased population in area.**

C. DESCRIPTION OF PROJECT

Length **5.5 Miles**

Termini **From Oregon Highway 126 North 5.5 Miles**

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) **There is enough existing right-of-way on he present road.**

Typical Section **24-foot travelway with 3-foot shoulders on each side.**

Structures **None**

Characteristics (ADT)

Other General Information (or Supplemental information to items) **The only road serving the area. The maintenance cost has become so great because of the increased traffic. The present road is obsolete for what it was originally intended.**

Project Sketch Map is Attached: [X] Yes [ ] No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The existing location is on county right-of-way and therefor no change in location is desirable. Wider roadbed is needed and resurfacing.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: [X] Not Required [ ] Required [ ] Recommended

Type _____ Tentative Date(s) _____

A-95 Review: [ ] Not Required [ ] Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The topography consists of rolling hills with dense clay-type soils. There is a certain amount of basalt and loam. Mill Creek meanders through the valley adjacent to the road and is fed by melting snow and springs; almost becomes dry during the summer months. There is scattered timber on the hillside at the upper end of project.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The land is primarily farming and timber. There are possible relocations of irrigation ditches, telephone and power poles. There are several ranches within the area. No type of cultural problems are anticipated.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   The County presently has a 60' road right-of-way; therefore, no additional R/W will be needed.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   No change in traffic patterns anticipated.

   Consequences:

3. Estimated Changes in Land Use:

   None anticipated.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   Due to following the existing road alignment, ~~no trees~~ a minimal amount of disturbance is anticipated.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   No expected adverse effects on cultural resources, but expect to improve the scenic resources.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Due to following existing roadway, we do not feel that there are any areas of critical environmental concern.

7. Potential for Controversial Issues:

This road will be replacing a narrow existing road with one which will adequately handle two-way traffic; therefore, we see no anticipation of controveny on this project.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

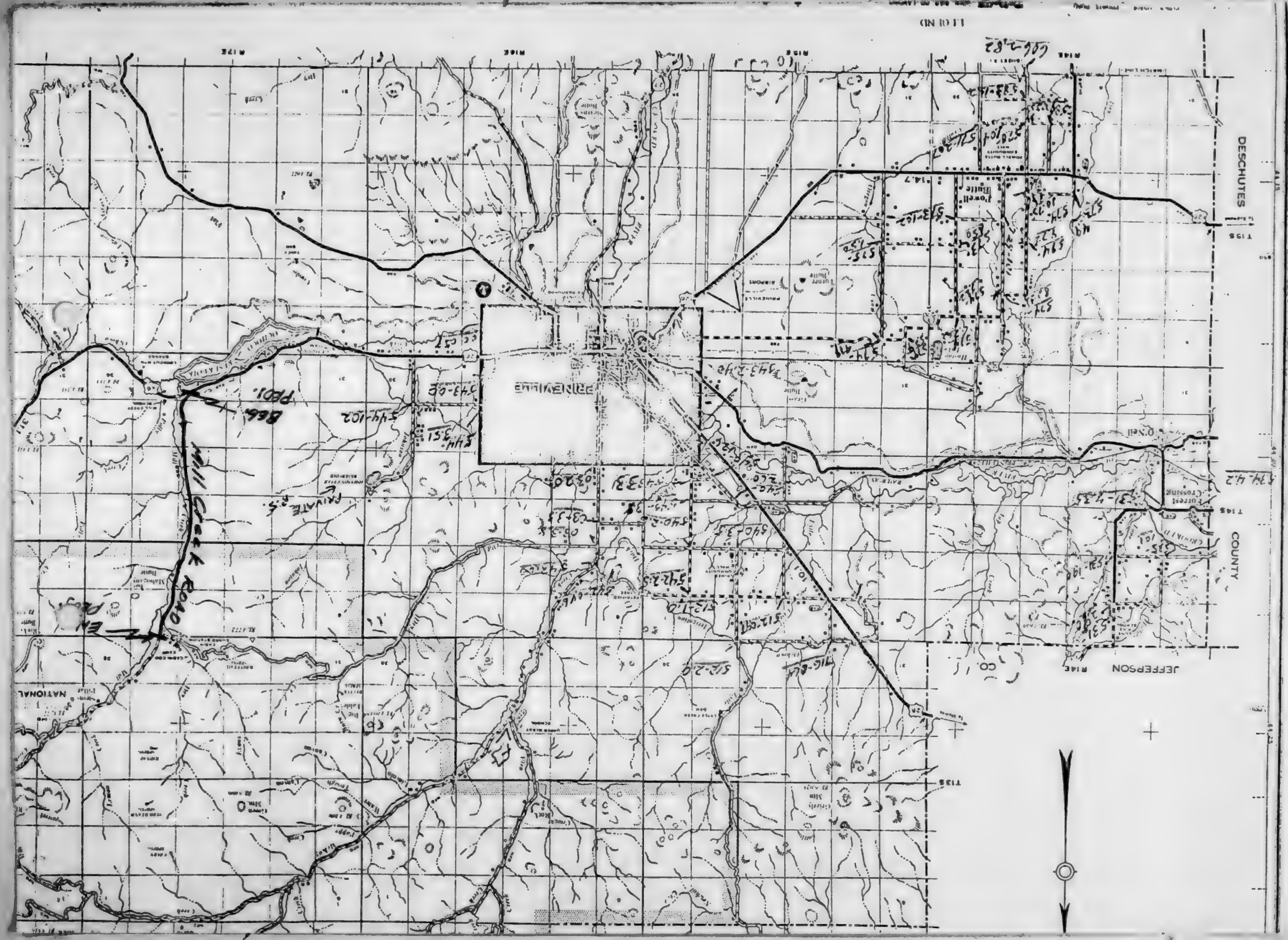
* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other _____

In accordance with Chapter 1, Part 771, Title 23 CFR, this is judged to be a non-major project. No further environmental documentation is required.


DESCHUTES
COUNTY
JEFFERSON
T13S
R14E
Mill Creek Road
NATIONAL
FOREST
Crossing
O'Neil

8568 Barnett Road at Black Oak 1977
Drive in Medford.
(Traffic signal installation)

C+A 5628 4-20-76

8568

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-23-79	CC 2020	

CREDIT DISTRIBUTION

315 - 1939 - 295 $ 84.30
315 - 1095 - 295 1,764.78

BILL TO: Code:

City of Medford
411 W. Eighth Street
Medford, Oregon 97501

Attn: Mr. John Thomson
City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement:			
Federal Aid Urban Project M-2430(1)			
Barnett Road @ Black Oak Drive			
Jackson County			
Covered by Agreement Dated 4-16-76			
Contract No. 8568			
TOTAL COST			$49,528.95
Less Federal Funds Collected			42,391.91
Less State Share			3,507.96
County Share			3,629.08
County Advance Deposit			2,230.00
(Attach itemized statement to invoice)			

Advance Deposit Amount	$ 2,230.00
Advance Deposit Previously Transferred to Highway Fund	$ 1,780.00
Balance	$ 450.00
Transfer to Highway Fund	$ 450.00
Refund Due	$ - - -
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1795

Amount Due . . . . . $ 1,399.08

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
Robert H. Lange
D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 11/23/79

CITY Medford **Contract No.** 8568 **Date Completed** 1-11-78

PROJECT # M-2430(1) **Section** Barnett Road @ Black Oak Drive

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 1,187.28
Payments to Contractor		22,662.00
SFO # 1 City Furnished Equipment		22,683.98
Construction Engineering		2,827.11
Audit Expense		150.07
Interest Paid Contractor		18.51
TOTAL PROJECT COST		$49,528.95
Federal Aid Funds Collected		42,391.91
BALANCE		$ 7,137.04
Less Non-Participating Costs:		
Construction Engineering	$102.62	
Interest Paid Contractor	18.51	$ 121.13
Amount to be shared by State & City		$ 7,015.91
State Share: 50% of $7,015.91 =		3,507.96
CITY SHARE		$ 3,507.95
Plus Non-Participating Costs		121.13
TOTAL CITY SHARE		$ 3,629.08

Reference: Billing Form CC 2020

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS Capitol Bldg. - Salem OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD
FROM Aug 12, 1976
TO Apr 25, 1979

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-2430(1)
MEDFORD

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
49,528.95	49,407.82	85.80%	42,391.91	42,391.91	-0-

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Barnett Rd. @ Black Oak Dr. SE					
	FAU 2436 (Barnett Rd.)					
	Jackson County					
	Preliminary Engineering					
	Type Code PE					
	State	All Required			1,187.28	
	Construction					
	Type Code 031					
	Traffic Signal (Crossing of Barnett Rd. @ Black Oak Dr.)					
	Final Contract Payment Summary	Lump Sum			22,6 2.00	
	SFO #1 City Furnished contractor with certain signal equipment				22,683.38	
	Total Construction Costs				45,345.38	
	(PARTICIPATING)					
	Construction Engineering					
	State	All Required			2,724.49	
	Misc. Project Costs					
	Audit Expense	All Required			150.07	
	Total Participating Costs				49,407.82	
	Non-Participating Items					
	Interest Paid Contractor	All Required			18.51	
	Construction Engineering	All Required			102.62	
	Total Non-Participating Costs				121.13	
	TOTAL COSTS				49,528.95	

AMOUNT CARRIED FORWARD

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1979 — PAGE 467

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	315	1938	901	00	N	1			180.41
	315	1938	905	00	P	1			6,704.48
	315	1938	906	00	P	1			1,319.93
	315	1938	909	00	P	1			982.85
	315	1938	910	00	P	1			58.40
	315	1938	913	00	P	1			1,214.87
	315	1938	914	00	P	1			700.44
	315	1938	920	00	P	1			182.00
	315	1938	921	00	P	1			1,690.40
	315	1938	923	00	P	1			126.32
	315	1938	930	00	P	1			4.90
	315	1938	931	00	P	1			1.95
	315	1938	950	00	P	1			127.14
			TOT		P	1			23,247.32
			TOT		N	1			180.41
			** JOB TOTALS **				**	**	23,427.73 **
BARNETT RD @ BLACK OAK MEDFOR CONT NO			* FA PROJ NOS M				430001 100		00 STATE
	315	1939	296	00	N	9	Tr. St.		1,198.95CR
	315	1939	298	00	N	9	" Fed		1,198.95
	315	1939	905	00	P	1	Fin. Des	3.10CR	3.10CR 235.48
	315	1939	911	00	P	1	Tr.	175.20CR	175.20CR 406.20
	315	1939	914	00	P	1	Ut.	1.38	1.38 104.88
	315	1939	920	00	P	1	Proj. M.		65.85
	315	1939	921	00	P	1	Specs.	34.16CR	34.16CR 374.87
			TOT		P	1		211.08CR	211.08CR 1,187.28
			** JOB TOTALS **					211.08CR**	211.08CR** 1,187.28 **
ASHLAND PLASTIC MARKINGS	CONT NO		* FA PROJ NOS PMS				00S061 100		00 STATE
	315	1945	296	00	N	9			800.00CR
	315	1945	298	00	N	9			800.00
	315	1945	901	00	P	1			37.47
	315	1945	905	00	P	1			486.78
	315	1945	920	00	P	1			44.25
	315	1945	921	00	P	1			430.02
			TOT		P	1			998.52
			** JOB TOTALS **				**	**	998.52 **
MCANDREWS RD-SPRING ST MEDFRD CONT NO			* FA PROJ NOS M				471001 100		00 STATE
	315	1946	296	00	N	9			5,232.00CR
	315	1946	298	00	N	9			5,232.00
	315	1946	901	00	P	1			194.72
	315	1946	905	00	P	1			143.69
	315	1946	911	00	P	1			4,961.93
	315	1946	914	00	P	1			138.38
	315	1946	915	00	P	1			4.34

| GRANDVIEW DR-WIMER ST | CONT NO 8762 = FA PROJ NOS M 920001 100 | | |

CONTINUED ON
ROLL # 194

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: DEPARTMENT OF TRANSPORTATION

Title of Record Series: CONSTRUCTION CONTRACTS

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with 8539 Ends with: 8568

FLASH CARDS:

Remarks:

Reel No. 193 Reduction Ration 21 X Project No ___

Camera: Name Bell & Howell Model ~~File Master~~ Film ~~16 mmm~~ ~~AHU~~

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 15 day of July 19 88 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Joseph A. Winkel